

V01088 001
860611-860709 AGENDA/MIN
198612

OPERATION & WORKS COMMITTEE MG.0

R - A
AIRPORT EXPANSION

CITY OF MISSISSAUGA
RETURN TO CENTRAL RECORDS
BOX LABEL



-V01088-

LOCATION LABEL



-98080223-

June 11 1986

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

JUNE 11, 1986, 9:30 A.M.

COUNCIL CHAMBERS

Members: Councillor H. Kennedy (Chairman)
Councillor L. Taylor
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn

Prepared by: Linda Mailer, Clerk's Department
Date: June 5, 1986

Committee Members are requested to contact the appropriate
Department Heads prior to the meeting if greater explanation or
detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - JUNE 11, 1986

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	F.04.04	Hydro Services - City Centre
2.	B.06.449.02	Pinetree Development Industrial Subdivision - Tomken Road
3.	B.06.445.02	Sheridan Mills Subdivision - Draw on Securities - Completion of Grading Works - Lots 165, 166 and 167
4.	B.06.445.02	Sheridan Mills Subdivision - Draw on Securities - Completion of Grading Works - Lot 116
5.	A.04.08.06 F.02.04.02	Rainvow Festival Parade
6.	A.04.08.06 F.02.04.02	Strawberry Festival Parade
7.	L.08.04.02	Taxicab Owners' Licenses
8.	B.01.04	410613 Ontario Limited - Housekeeping Agreement
9.	L.07.01	Transport Canada - Contract for Public Vehicle Licensing Inspectors
10.	F.02.02 I.10.84004	Middle Road Heritage Bridge
11.	A.02.04.05.01	Cawthra Road Grade Separation - Conveyance of City Owned Lands to Region
12.	B.06.284.06	The Cadillac Fairview Corporation Limited - Reconveyance of One Foot Reserve - Adjacent to Highway 401

ADDITIONALS:

13.	L.07.03.01	Skateboard Ramps - Residential Backyards
14.	F.05.04.06	Refuse Contract/Recycling Program Update
15.	F.06.04.02	Mississauga Valley Blvd. - Elm Dr./Cooksville Creek - Parking
16.	F.06.04.02	Kingsbridge Garden Circle/Regents Terrace Stop Sign
17.	F.06.04.02	Hurontario Street - Hwy.403/Eglinton Ave. Speed Limit

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

JUNE 11, 1986

DEPUTATIONS - 9:30 A.M.

- A. Mr. J. Mirka, General Manager, and Mr. R. Jones, Director,
Planning & Construction, Hydro Mississauga

F.04.04

SEE ITEM 1

MATTERS FOR CONSIDERATION:

1. Presentation by Hydro Mississauga with respect to hydro servicing of the City Centre.

Mr. J. Mirka, General Manager and Mr. R. Jones, Director of Planning and Construction, will make a presentation to the Committee on this matter.

F.04.04

2. Report dated June 4, 1986, from the Commissioner of Engineering & Works in response to a request by the developer to waive Condition 3a of Schedule C of the Servicing Agreement for Pinetree Development Industrial Subdivision, Plan 43M-449, located north of Britannia Road East and west of Tomken Road, which states as follows:

"No building permits will be issued for Blocks 10, 11, 18, 21 and 23 is developed in conjunction with adjacent lands."

The developer, Pinetree Development Co. Limited, have requested that this condition be waived with respect to Block 21 as they have been unable to purchase the Clausen property which is adjacent to this property and fronts onto Tomken Road. At the request of the Planning Department, the developer made a formal offer (copy attached) to the adjacent owners at market value however this was declined.

The Planning Department and the Engineering and Works Department have no objection to the waiving of Condition 3a provided a 15 metre easement is provided in favour of the City over Block 21 adjacent to the Blocks 20/21 lot line to allow for potential future access from the Clausen property to Kestrel Road. The easement shall contain a clause binding on future owners that the easement rights will be transferred to the adjacent property owner if and when required. Mr. Taylor recommends:

That Condition 3a of Schedule C of the Servicing Agreement for Pinetree Development Industrial Subdivision, Plan 43M-449, located north of Britannia Road East and west of Tomken Road, be waived with respect to Block 21 subject to a 15 metre easement being provided by Pinetree Development Co. Limited in favour of the City over Block 21 adjacent to the Block 20/21 lot line to allow for potential future access from the adjacent property to Kestrel Road.

B.06.449.02

RECOMMEND ADOPTION

3. Report dated May 27, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of grading rectification works on Lots 165, 166 and 167, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West. Under the terms of the Servicing Agreement, Donlee Holdings Limited is responsible for the grading of all lots within the subdivision. Staff have prepared several letters to the developer and have met to discuss the matter of the unsatisfactory grading on Lots 165, 166 and 167, however to date, the matter remains unresolved. The problem involves a large grade differential in the rear yard of Lots 165, 166 and 167 resulting in substantial slopes.

The City approved the grading plan for these lots on September 29, 1983 however at that time only the lot corner elevations and the ground elevation at the front of the house were compared to the overall grading plan. The excessive grade differences which result in largely unusable rear yards were not obvious at that time. Our current standards have been revised to include a much more intensive review of the internal grading of the lots.

It is our conclusion that the rear yard should be composed of a flat area (3/4 of the rear yard at 2 to 4 percent slope) and the remaining portion be composed of a 3 to 1 slope and a retaining wall to make up the grade differential as is our current practice. Mr. Taylor recommends:

- (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lots 165, 166 and 167, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West, at an estimated cost of \$19,500.00.
- (b) That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for the design and supervision of the corrective grading works at an estimated cost of \$1,500.00, subject to him agreeing to do the work forthwith; and further, if Mr. Randles is not prepared to act in this manner that the Commissioner of Engineering and Works be authorized to hire a consulting engineer of his choice to carry out this work at a cost not to exceed \$1,500.00.
- (c) That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations (a) and (b).

B.06.445.02

RECOMMEND ADOPTION

- 4. Report dated May 28, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of grading rectification works on Lot 116, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West. Under the terms of the Servicing Agreement, Donlee Holdings Limited is responsible for the grading of all lots within the subdivision. Staff have prepared several letters to the developer concerning the grading deficiencies on Lot 116 however to date these matters remain outstanding. The residents involved have expressed their concern regarding the delay in this matter. Mr. Taylor recommends:

- (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 116, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West, at an estimated cost of \$900.00.
- (b) That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for the design and supervision of the corrective grading works at an estimated cost of \$200.00.
- (c) That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations (a) and (b)

B.06.445.02

RECOMMEND ADOPTION

5. Report dated May 27, 1986, from the Commissioner of Engineering & Works regarding the Rainbow Festival Parade proposed for Monday, June 30, 1986, between the hours of 11:00 a.m. and 1:00 p.m. and the necessary road closures to accommodate the parade. The Engineering Department has no objection to the events of the Rainbow Festival subject to the normal conditions for special events. Mr. Taylor recommends:

- (a) That the Rainbow Festival be granted permission to hold the Rainbow Parade on the route outlined in the report dated May 27, 1986, from the Commissioner of Engineering and Works on Monday June 30, 1986 between 11:00 a.m. and 1:00 p.m., subject to the following conditions:
 - (i) Completion of a Road Closure permit with the Engineering Department at least five days prior to the event;
 - (ii) The placement of fluorescent traffic cones on Lakeshore Road between Stavebank Road and Front Street;
 - (iii) Complete supervision and traffic control by the Peel Regional Police.

June 11, 1986

- (b) That the Rainbow Festival be granted permission to:
- (i) Control access to the Stavebank Road North and Front Street North parking lots during the Festival;
 - (ii) Place a viewing stand on the boulevard of Lakeshore Road adjacent to the Port Credit Library during the Parade;
 - (iii) Place advance Rainbow information signs at a number of intersections City-wide;
 - (iv) Close Front Street North (limited access) on Tuesday, July 1, 1986 between 12:00 noon and 10:00 p.m.
- (c) That a by-law be enacted to authorize the closures of portions of Mineola Road East, Lakeshore Road West, Hurontario Street and Front Street North for the Rainbow Festival.

A.04.08.06
F.02.04.02

RECOMMEND ADOPTION

6. Report dated May 26, 1986, from the Commissioner of Engineering & Works with respect to the Strawberry Festival Parade proposed for Saturday, June 21, 1986, between 10:00 a.m. and 12 Noon. Since the roads will not be closed and the parade will be supervised by the Peel Regional Police, the Engineering Department has no objections to the proposal subject to the usual conditions for special events. Mr. Taylor recommends:

That permission be granted to the festival committee to hold the 1986 Strawberry Parade on Saturday, June 21, 1986 between 10:00 a.m. and 12 noon on the route outlined in the report dated May 26, 1986, from the Commissioner of Engineering and Works, subject to the following conditions:

- (a) Completion of a road restriction permit with the Engineering Department at least five days prior to the event.
- (b) That the parade be escorted/supervised by the Peel Regional Police.

A.04.08.03
F.02.04.02

RECOMMEND ADOPTION

7. Report dated June 3, 1986, from the Commissioner of Building, Zoning and Licensing regarding the recommendation of the Public Vehicle Authority adopted by Council on November 4, 1985, to issue three additional taxicab owners' licenses. Staff have reviewed all available information on the first three applicants who are next entitled for consideration in order of seniority from the current Taxicab Priority List in relation to qualifying for the issue of these licenses. All three appear to qualify and no objections were received from the general public or industry members. Mr. Franks recommends:

That one Taxicab Owner's License be issued to the three qualifying applicants on the Priority List: Boutros Diab; Constantin Agoritsas; and Arthur M. Johnson.

L.08.04.02

RECOMMEND ADOPTION

8. Report dated May 29, 1986, from the Commissioner of Building, Zoning and Licensing with respect to the execution of a Housekeeping Agreement with 410613 Ontario Limited, for the premises known municipally as 50 Britannia Road East which is required in accordance with the Zoning By-law. The agreement has been executed by the Owner and is in a form satisfactory to the Legal Department. Mr. Taylor recommends:

That a by-law be enacted to authorize execution of the Housekeeping Agreement dated May 29, 1986, between The Corporation of the City of Mississauga and 410613 Ontario Limited for the premises known municipally as 50 Britannia Road East.

B.01.04

RECOMMEND ADOPTION

June 11, 1986

9. Report dated May 20, 1986, from the Commissioner of Building, Zoning and Licensing regarding the Contract with Transport Canada for the provision of 3 vehicle licensing inspectors to assist with the ground transportation services as the Pearson International Airport. Mr. Franks recommends:

That a by-law be enacted to authorize execution of the Agreement dated January 30, 1986, between Transport Canada and The Corporation of the City of Mississauga to provide 3 Public Vehicle Licensing Inspectors at Lester B. Pearson International Airport for a period of five years.

L.07.01

RECOMMEND ADOPTION

10. Report dated May 14, 1986, from the City Solicitor the Middle Road Heritage Bridge and the establishment of part of Sherway Drive under the joint jurisdictions of the City of Etobicoke and the City of Mississauga. In the course of the preparation of a legal description and reference plan required in connection with the application for a grant from the Ontario Heritage Foundation and the Ministry of Citizenship and Culture for the restoration of the Middle Road Bridge, it was discovered that a small parcel of land upon which the bridge is located, which is part of the public highway by implied dedication and acceptance, has never been formally established as part of the public highway. Because the bridge and the public highway within 30 metres of each end of the bridge are under joint jurisdictions of the Cities of Mississauga and Etobicoke, a by-law should be enacted by both municipalities to formally establish the public highway. A similar by-law is now being presented to the Council of the City of Etobicoke for enactment. Mr. Stewart recommends:

That a by-law be enacted to establish the lands upon which the Middle Road Bridge is located as a public highway under the joint jurisdiction of the City of Mississauga and the City of Etobicoke.

F.02.02
I.10.84004

RECOMMEND ADOPTION

11. Report dated May 23, 1986, from the City Clerk regarding the conveyance of City owned Lands to the Region for Cawthra Road Grade Separation (C.N.R.). The Region of Peel is proposing to widen and reconstruct Cawthra Road between Lakeshore Road and Atwater Avenue. The project includes the construction of a grade separation of the C.N.R. level crossing. In order to facilitate the proposed construction, the Region requested the conveyance of City owned lands on both sides of Cawthra Road for the road widening. The City owned lands in question are located at the northeast corner of Third Street and Cawthra Road and on the west side of Cawthra Road, approximately 250 feet south of Third Street. Both parcels are surplus engineering greenbelt and the Engineering Department has indicated no objection to the gratuitous conveyance of these lands to the Region. The Region has now prepared the transfer documents, which have been reviewed by the Legal Department and found to be satisfactory. Mr. Julian recommends:

That a by-law be enacted to authorize execution of the Transfers of Land from The Corporation of the City of Mississauga to the Regional Municipality of Peel with respect to Part of Lot 23, Registered Plan B-19, designated as Part 12 on Reference Plan 43R-13431, and Part of Lot 153, Registered Plan C-23, designated as Part 23 on Reference Plan 43R-13431 (Cawthra Road Grade Separation).

A.02.04.05.02

RECOMMEND ADOPTION

12. Report dated May 20, 1986, from the City Clerk in response to a request for reconveyance of one foot reserve to The Cadillac Fairview Corporation Limited, Block F, Registered Plan M-284. Block A on Registered Plan M-284 was designated as an 88 foot widening to be incorporated as part of Highway 401. The Ministry of Transportation and Communications, since registration of Plan M-284, has reduced their requirements to a 27 foot widening (Part 2, Plan 43R-7513). The remaining 61 feet of Block A (Part 1, Plan 43R-7513) was reconveyed to The Cadillac Fairview Corporation, owners of Block D on Registered Plan M-284. Block F is a one foot reserve which separates Block D and Block A and was conveyed to the City. Cadillac Fairview has now requested that the one foot reserve (Block F) be reconveyed to them in order to allow access to the remaining 61 feet of Block A (Part 1, Plan 43R-7513).

June 11, 1986

The request has been reviewed and approved by the Engineering and Works Department. A one foot reserve adjacent to the 27 foot widening taken by the M.T.C. is unnecessary as they have complete control over access to Highway 401 under The Public Transportation and Highway Improvement Act. Mr. Julian recommends:

That a by-law be enacted to authorize execution of the transfer of Block F, Registered Plan M-284, to the Cadillac Fairview Corporation Limited (lands adjacent to Hwy. 401 - south of Derry Road West/east of Argentinia Road).

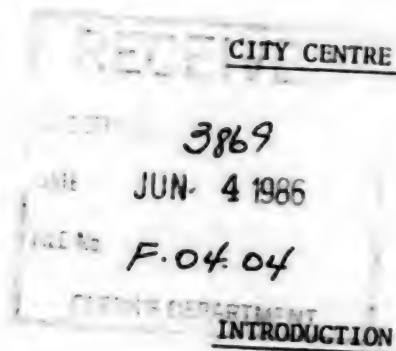
B.06.284.06

RECOMMEND ADOPTION

June 3, 1986

OPERATIONS/WORKS JUN 11 1986

CITY CENTRE - ELECTRICAL DISTRIBUTION



Presentation by : Hydro Mississauga Staff

- Rowan Jones, Director, Planning & Construction
- Jerry Mirka, General Manager

Hydro Mississauga buys bulk power from Ontario Hydro at 44000 volts. This high voltage is brought to the City Centre where it is stepped down to 13800 volts for use in the Centre.

The "step-down" is achieved in a Municipal Substation (abbreviated M.S.). The City Centre has 2 such M.S.'s - one existing and one proposed.

Buried cables exit these M.S.'s carrying power to the various buildings. The cables loop from one M.S. to the other. This loop system always allowing an alternate source of supply should the first one fail.

MASTER PLAN

A long range plan is needed. The plan would take into account:

- Proposed M.S. Sites
- Proposed loads and load densities
- Proposed feeder cables and corridors to feed these loads
- Proposed switching and back-up arrangements

contd...

1(a)

Page 2...

MASTER PLAN (continued)

Such a plan - is called the "Master Plan". Master Plans are the responsibility of the Developer. In general, the Developer would have their Electrical Consultant draw up the master plan ensuring that the plan meets the requirements of the Developer and Hydro Mississauga. Hydro's requirements include:

- electrical plant in accordance with Hydro Mississauga's regulations and standards
- co-ordination with adjacent lands
- sufficient capacity to accommodate future lands
- future substation sites
- satisfactory switching and back-up arrangements

The master plan is very important to the smooth development of a district. Hydro Mississauga's agreement with the Developer insists on completion of the master plan.

AGREEMENTS

Developers are required to enter an agreement with Hydro Mississauga. This agreement covers the master plan, materials, construction, maintenance and all financial arrangements. Levies are collected by the City on behalf of Hydro Mississauga from the Developer. The levies are used to defray the cost of M.S.'s and other electrical infrastructure.

RLJ:pn



City of Mississauga

MEMORANDUM

FILES: 16 111 75064
11 141 00045

2

To: Chairman and Members of
Operations & Works Committee

From: William P. Taylor, P.Eng.
Dept. Engineering and Works

JUN 11 1986

June 4, 1986

OPERATIONS/WORKS

SUBJECT: Request by the developer to waive Condition 3a of Schedule C of the Servicing Agreement for Pinetree Development Industrial Subdivision, Plan 43M-449, located north of Britannia Road East and west of Tomken Road (sketch attached).

ORIGIN: Servicing Agreement between Pinetree Development Co. Limited. the City of Mississauga and the Region of Peel dated December 14, 1981.

COMMENTS: Condition 3a of Schedule C of the Servicing Agreement for Plan 43M-449 states that:

"No building permits will be issued for Blocks 10, 11, 18, 21 and 23 is developed in conjunction with adjacent lands."

The developer, Pinetree Development Co. Limited, have requested that this condition be waived with respect to Block 21 as they have been unable to purchase the Clausen property which is adjacent to this property and fronts onto Tomken Road (sketch attached). At the request of the Planning Department, the developer made a formal offer (copy attached) to the adjacent owners at market value however this was declined.

The Planning Department and the Engineering and Works Department have no objection to the waiving of Condition 3a provided a 15 metre easement is provided in favour of the City over Block 21 adjacent to the Blocks 20/21 lot line to allow for potential future access from the Clausen property to Kestrel Road. The easement shall contain a clause binding on future owners that the easement rights will be transferred to the adjacent property owner if and when required.

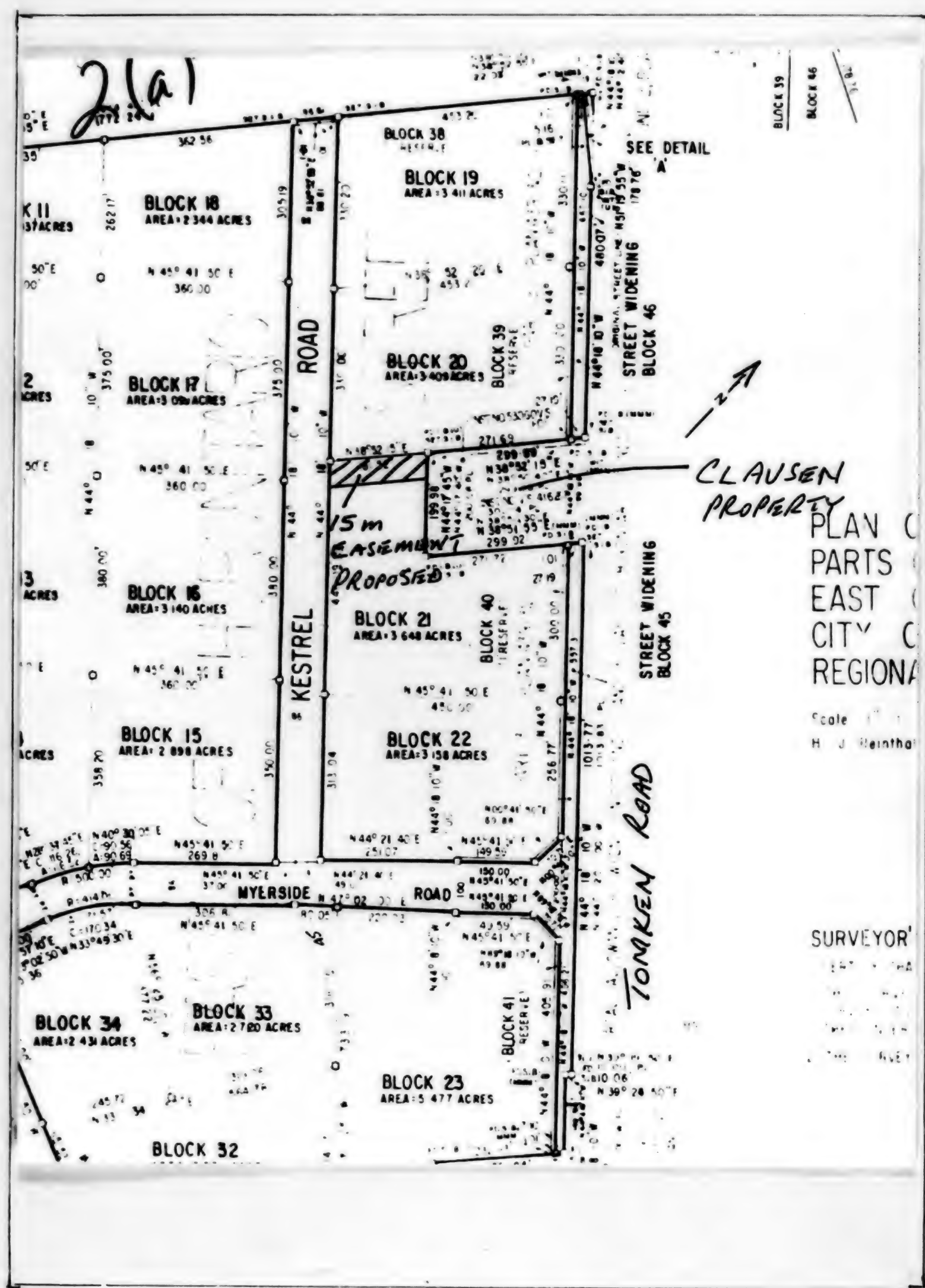
RECOMMENDATIONS: 1. That Condition 3a of Schedule C of the Servicing Agreement for Pinetree Development Industrial Subdivision, Plan 43M-449, located north of Britannia Road East and west of Tomken Road, be waived with respect to Block 21 subject to a 15 metre easement being provided by Pinetree Development Co. Limited in favour of the City over Block 21 adjacent to the Block 20/21 lot line to allow for potential future access from the adjacent property to Kestrel Road.

ms

MWB:cds
235E:27E
Encl.

FORM 145

William P. Taylor
William P. Taylor, P. Eng.
Commissioner
Engineering and Works



BLOCK 39

BLOCK 46

SEE DETAIL

STREET WIDENING
BLOCK 46

CLAUSEN
PROPERTY

PLAN OF
PARTS OF
EAST CITY
REGIONAL

Scale 1" = 100'
H. J. Weinthal

SURVEYOR

TOMKEN ROAD

KESTREL ROAD

MYERSIDE ROAD

15m
EASEMENT
PROPOSED

2(a)

2 (b)



Z-43-W

Z-42-W

Z-36-E

Z-43-E



3

City of Mississauga

MEMORANDUM

FILES: 16 111 74167
11 141 00045

To: Chairman and Members of
Operations & Works Committee
Dept. _____

From: William P. Taylor, P.Eng.
Engineering and Works
Dept. _____

OPERATIONS/WORKS JUN 11 1986

May 27, 1986

SUBJECT:

Draw on the developer's securities for the completion of grading rectification works on Lots 165, 166 and 167, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West (sketch attached).

ORIGIN:

Servicing Agreement dated September 17, 1981 between Donlee Holdings Limited (2349 Yonge Street, Toronto, Ontario, M4P 2C8), the City of Mississauga and the Region of Peel.

COMMENTS:

RECEIVED
3879
DATE JUN 5 1986
FROM B.06.445.02
CLERK OF COUNCIL

Under the terms of the Servicing Agreement for Plan 43M-445, Donlee Holdings Limited is responsible for the grading of all lots within the subdivision. Staff have prepared several letters to the developer and have met to discuss the matter of the unsatisfactory grading on Lots 165, 166 and 167, however to date, the matter remains unresolved. The problem involves a large grade differential in the rear yard of Lots 165, 166 and 167 resulting in substantial slopes.

The City approved the grading plan for these lots on September 29, 1983 however at that time only the lot corner elevations and the ground elevation at the front of the house were compared to the overall grading plan. The excessive grade differences which result in largely unusable rear yards were not obvious at that time. Our current standards have been revised to include a much more intensive review of the internal grading of the lots.

It is our conclusion that the rear yard should be composed of a flat area (3/4 of the rear yard at 2 to 4 percent slope) and the remaining portion be composed of a 3 to 1 slope and a retaining wall to make up the grade differential as is our current practice.

.../...

...2...

3(a)

RECOMMENDATIONS:

1. That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lots 165, 166 and 167, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West, at an estimated cost of \$19,500.00.
2. That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for the design and supervision of the corrective grading works at an estimated cost of \$1,500.00, subject to him agreeing to do the work forthwith; and further, if Mr. Randles is not prepared to act in this manner that the Commissioner of Engineering and Works be authorized to hire a consulting engineer of his choice to carry out this work at a cost not to exceed \$1,500.00.
3. That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations #1 and #2.

MS

MWB:cds
235E:27E

Encl.

cc: Councillor T. Southorn
W. H. Munden
L. Harvey

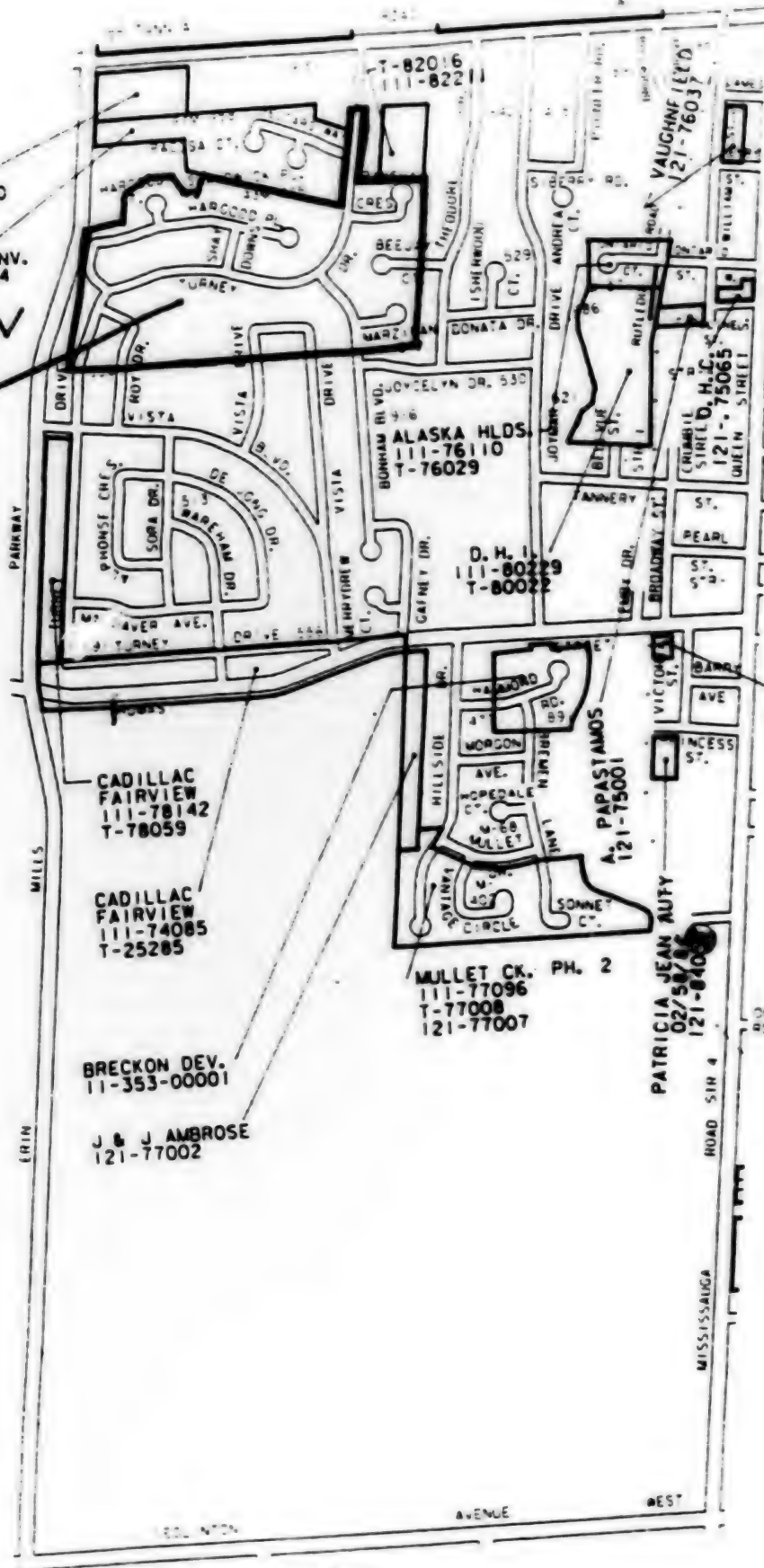
William P. Taylor
William P. Taylor, P. Eng.
Commissioner
Engineering and Works

321

Z-46-E

RESTIC
121-75060
LEONARD
URSINI INV.
111-78144
T-76031
**SHERIDAN
MILLS**
SHIELDS-SNOW
111-74167
T-22552

Z-39-W



504152
ONT. INC.
121-85007

Z-38-W

Z-31

Z-39-E



City of Mississauga

MEMORANDUM

FILES: 16 111 74167
11 141 00045

4

To: Chairman and Members of
Operations & Works Committee
Dept.:

From: William P. Taylor, P.Eng.
Dept. Engineering and Works

JUN 11 1986

May 28, 1986

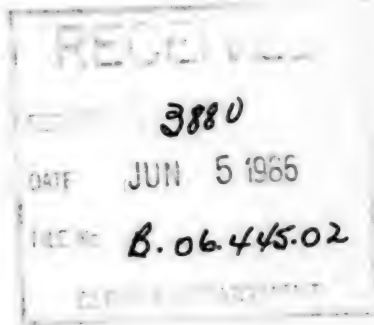
OPERATIONS/WORKS

SUBJECT: Draw on the developer's securities for the completion of grading rectification works on Lot 116, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West (sketch attached).

ORIGIN: Servicing Agreement dated September 17, 1981 between Donlee Holdings Limited (2349 Yonge Street, Toronto, Ontario, M4P 2C8), the City of Mississauga and the Region of Peel.

COMMENTS: Under the terms of the Servicing Agreement for Plan 43M-445, Donlee Holdings Limited is responsible for the grading of all lots within the subdivision. Staff have prepared several letters to the developer concerning the grading deficiencies on Lot 116 however to date these matters remain outstanding. The residents involved have expressed their concern regarding the delay in this matter.

- RECOMMENDATIONS:
1. That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 116, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West, at an estimated cost of \$900.00.
 2. That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for the design and supervision of the corrective grading works at an estimated cost of \$200.00.
 3. That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations #1 and #2.



WPT

MWB:cds
235E:27E
Encl.

cc: Councillor T. Southorn
W. H. Munden
L. Harvey

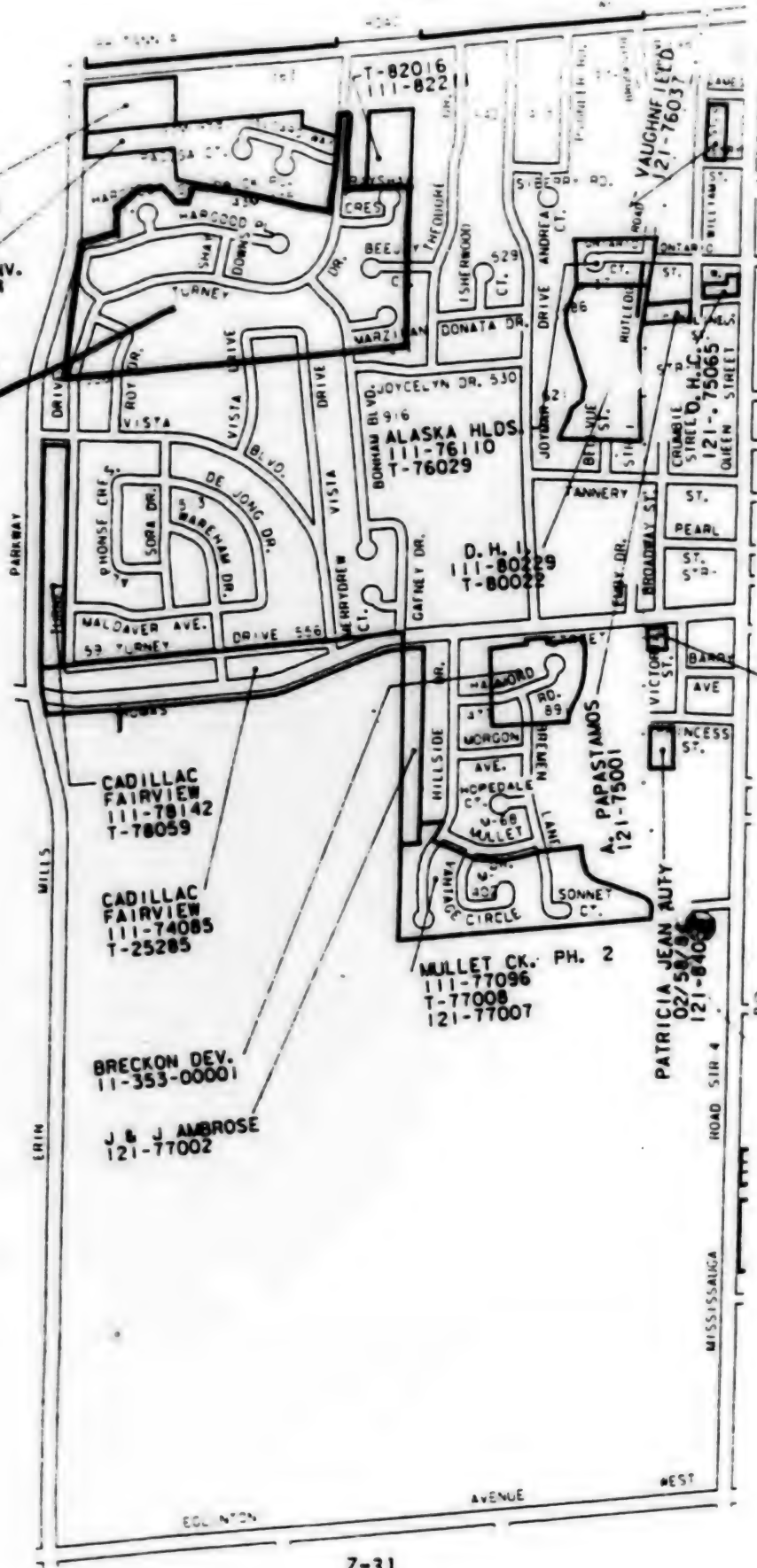
William P. Taylor
William P. Taylor, P. Eng.
Commissioner
Engineering and Works

H(a)

Z-46-E

SHERIDAN MILLS
SHIELDS-SNOW
111-74167
T-22552

Z-39-W



Z-31

Z-39-E

Z-38-W

504152
ONT. INC.
121-85007



City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 86223

5

To: Chairman and Members of
Operations and Works Committee.
Dept. _____

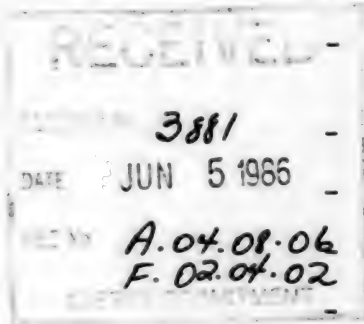
From: William P. Taylor, P.Eng.,
Engineering and Works Dept.
Dept. _____

May 27, 1986.

JUN 11 1986

OPERATIONS/WORKS

SUBJECT: 1986 Rainbow Festival Parade.
SOURCE: Mr. Greg Dell, Executive Co-ordinator, Rainbow Festival.
COMMENTS: The Rainbow Festival Parade is proposed for Monday, June 30, 1986 between the hours of 11:00 a.m. and 1:00 p.m., utilizing the following route:



- Commencing at Port Credit Secondary School on Mineola Road East;
- Westbound on Mineola Road;
- Southbound on Hurontario Street;
- Westbound on Lakeshore Road;
- Northbound on Front Street.

To accommodate the parade, the following road closures have been requested:

- (a) Mineola Road East between Hurontario Street and Oakes Drive - 9:00 a.m. to 1:00 p.m.
- (b) Hurontario Street between Mineola Road and Lakeshore Road West - 11:00 a.m. to 1:00 p.m.
- (c) Lakeshore Road between Hurontario Street and Stavebank Road - 10:00 a.m. to 1:00 p.m. (also to accommodate bed races);
- (d) Front Street North between Lakeshore Road and Mississauga Road - 9:00 a.m. - 3:00 p.m., and on Tuesday July 1, 1986 - 12 noon - 10:00 p.m. for the Fireworks Display.
- (e) Lakeshore Road will be completely closed between Hurontario Street and Stavebank Road for the parade, while only the northside lanes will be used between Stavebank Road and Front Street. Traffic will utilize the southside lanes of Lakeshore Road between Front Street and Stavebank Road, and Port Street between Stavebank Road and Hurontario Street.

Arrangements for traffic control have been secured with the Peel Regional Police.

Mississauga Transit are satisfied with the parade route and have prepared the appropriate rerouting during the closures.

Hurontario Street traffic, other than heavy vehicles, will be detoured through the residential areas during the parade. Heavy vehicles will not be permitted south of the Q.E.W. until the parade has cleared.

Local access to private residents will be maintained during the parade.

The Committee has also requested permission for the following:

- (a) To control, during the Festival, access to the Stavebank Road North and Front Street North Municipal parking lots;
- (b) Locate a V.I.P. viewing stand on Municipal property adjacent to the Port Credit Library;
- (c) Locate Rainbow Festival information signs at various intersections City-wide;

The Engineering Department has no objection to the above requests provided that the information signs do not create any sight problems, and those proposed for location at Regional intersections receive approval from the Region of Peel Engineering Department.

The Festival Committee has advised that adequate advertising of the event will be provided in the local newspapers and community newsletters advising local residents of the events.

Through their affiliation with the Recreation and Parks Department, the Rainbow Festival is covered for third party liability insurance.

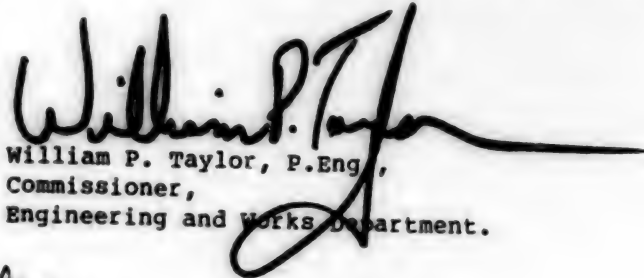
The Engineering Department will erect advance notification and detour signing for the events.

The Engineering Department has no objection to the events of the Rainbow Festival, subject to the normal conditions for special events.

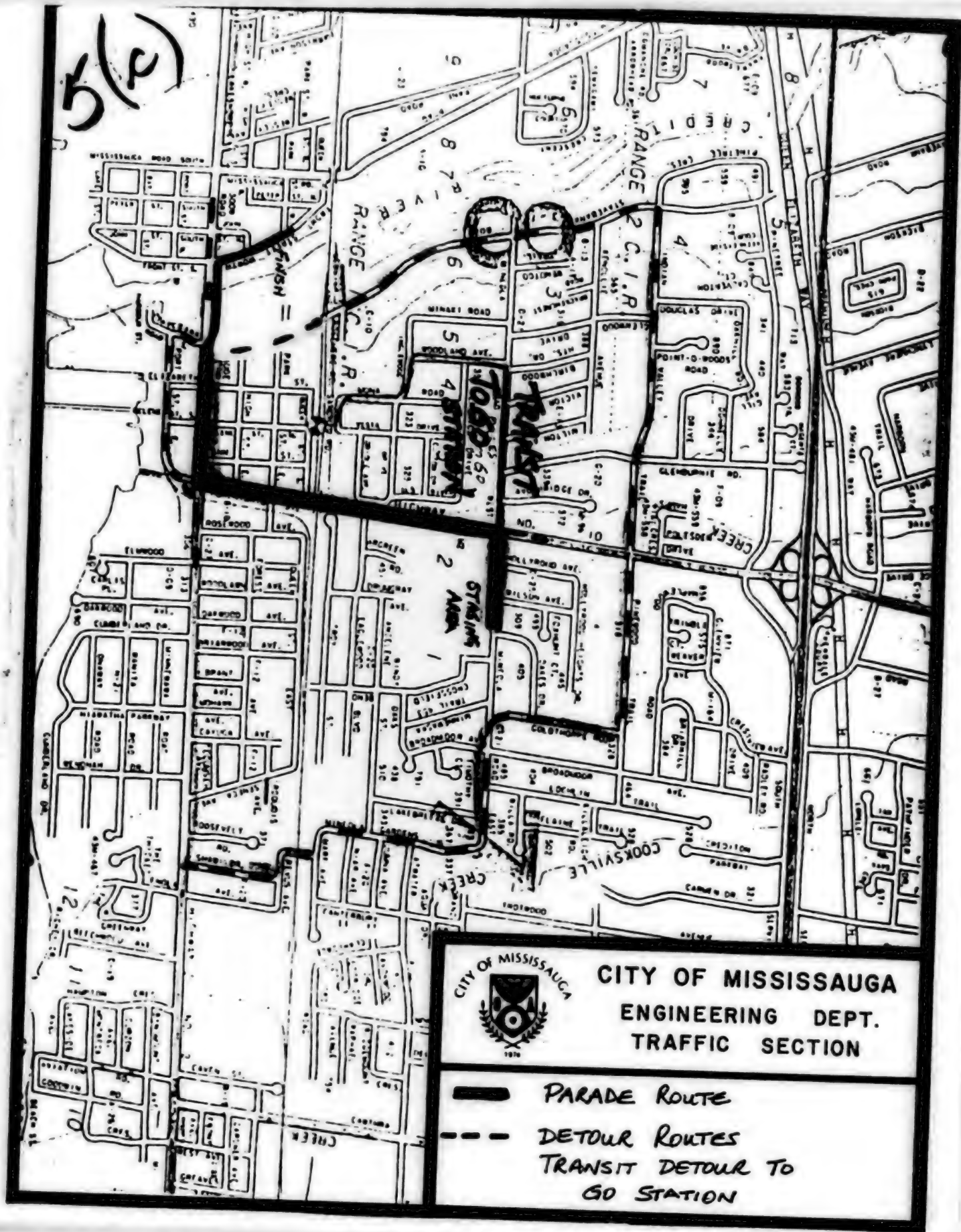
5(h)

RECOMMENDATIONS:

1. That the Rainbow Festival be granted permission to hold the Rainbow Parade on the previously outlined route on Monday June 30, 1986 between 11:00 a.m. and 1:00 p.m., subject to the following conditions:
 - (i) Completion of a Road Closure permit with the Engineering Department at least five days prior to the event;
 - (ii) The placement of fluorescent traffic cones on Lakeshore Road between Stavebank Road and Front Street;
 - (iii) Complete supervision and traffic control by the Peel Regional Police.
2. That the Rainbow Festival be granted permission to:
 - (i) Control access to the Stavebank Road North and Front Street North parking lots during the Festival;
 - (ii) Place a viewing stand on the boulevard of Lakeshore Road adjacent to the Port Credit Library during the Parade;
 - (iii) Place advance Rainbow information signs at a number of intersections City-wide;
 - (iv) Close Front Street North (limited access) on Tuesday, July 1, 1986 between 12:00 noon and 10:00 p.m.
3. That a by-law be passed authorizing the temporary closures of portions of Mineola Road East, Lakeshore Road West, Hurontario Street and Front Street North for the Rainbow Festival.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

/dab
487E
Attach.





City of Mississauga

MEMORANDUM

File: 11 141 00045
13 211 86223

To: Chairman and Members of
Operations and Works Committee.
Dept. _____

From: William P. Taylor, P.Eng.,
Engineering and Works Dept.
Dept. _____

JUN 11 1986

May 26, 1986.

SUBJECT: OPERATIONS/WORKS
1986 Strawberry Festival Parade.

SOURCE: Dan Wood - Recreation and Parks Department.

COMMENTS: Mr. Wood of the Recreation and Parks Department, on behalf of the Strawberry Festival Committee has requested permission to hold the 1986 parade on Saturday, June 21, 1986 between 10:00 a.m. and 12 noon.

The route, identical to previous years, commences on Dunwin Drive, north on Glen Erin Drive to Council Ring Road, around Council Ring Road to Glen Erin Drive and into South Common Park.

The Engineering Department has been in contact with the Peel Regional Police, who have no objections to the proposal and will provide supervision/escort.

The Strawberry Festival is affiliated with Recreation and Parks Department and therefore has insurance coverage.

Since the roadways will not be closed, and the parade will be supervised by the Peel Regional Police, this department has no objections to the proposal subject to the usual conditions for special events.

RECOMMENDATIONS: That permission be granted to the festival committee to hold the 1986 Strawberry Parade on Saturday, June 21, 1986 between 10:00 a.m. and 12 noon on the previously outlined route, subject to the following conditions:

(a) Completion of a road restriction permit with the Engineering Department at least five days prior to the event.

(b) That the parade be escorted/supervised by the Peel Regional Police.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

AB/dab
0271E

6(a)



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

1986 STRAWBERRY PARADE



CITY OF MISSISSAUGA

MEMORANDUM

7

To Chairman & Members of

Dept. Operations & Works Committee

3183

From A. Franks, Commissioner

JUN 5 1986

Building, Zoning and Licensing

L.08.04.02

June 3, 1986

JUN 11 1986

SUBJECT:

Taxicab Owner's Licences - Issuance of additional licences.

ORIGIN:

A recommendation from Public Vehicle Authority meeting of October 31, 1985 for the issuance of three (3) additional licences in June 1986, adopted by Council on November 4, 1985.

COMMENTS:

Staff has reviewed all available information on the first three (3) applicants who are next entitled for consideration in order of seniority from the current Taxicab Priority List in relation to qualifying for the issuance of a taxicab owner's licence.


The three applicants #10 Boutros Diab, #11 Constantin Agoritsas and #12 Arthur M. Johnson, all appear to qualify and no objections were received against them from the general public or industry members. Therefore, we will be recommending that each of the aforementioned applicants be issued one (1) licence each.

RECOMMENDATION:

That new Taxicab Owner's Licences, one (1) per applicant, be issued to the following three applicants on the Priority List:

- (i) - Boutros Diab
- (ii) - Constantin Agoritsas
- (iii) - Arthur M. Johnson

RN:hu


A. Franks, Commissioner
Building, Zoning and
Licensing Department



8

City of Mississauga

MEMORANDUM

To Chairman and Members of

From A. Franks

Dept. Operations and Works Committee

Dept. Building, Zoning & Licensing

May 29, 1986

JUN 11 1986

OPERATIONS/WORKS

SUBJECT:

Housekeeping Agreement - 410613 Ontario Limited
Our File: 41410 C-86 Code: 4417

ORIGIN:

Building Department

COMMENTS:

410613 Ontario Limited, the owner of premises known municipally as 50 Britannia Road East, has applied to the Building Department for a building permit to permit construction on the site. City of Mississauga Zoning By-law 5500, as amended provides that no building permit shall be issued prior to the execution of a housekeeping agreement.

A housekeeping agreement in a form the same as housekeeping agreements which had previously been approved by this Council has been prepared and executed by 410613 Ontario Limited. The agreement is in satisfactory form from a legal standpoint.

RECOMMENDATION:

That the attached Housekeeping Agreement dated May 29, 1986 between 410613 Ontario Limited and The Corporation of the City of Mississauga be executed by the Mayor and the Clerk and the corporate seal be affixed thereto.

A. Franks
Commissioner
Building, Zoning and Licensing

GRB/dap
Attach.

cc: G. R. Burch



CITY OF MISSISSAUGA

MEMORANDUM

9

To Chairman and Members of

From

A. Franks, Commissioner

Dept. Operation and Works Committee

Dept.

Building, Zoning and Licensing
Building

DATE JUN 5 1986

FILE NO L.07.01

OPERATIONS/WORKS JUN 11 1986

May 20, 1986

File # 201

SUBJECT:

Contract with Transport Canada

ORIGIN:

Staff

COMMENTS:

The City of Mississauga for the past number of years has supplied 3 Public Vehicle Licensing Inspectors to Transport Canada to assist with their ground transportation services at the International Airport.

The present contract with Transport Canada has now expired. This contract is for a 5 year period.

RECOMMENDATION:

That the attached draft by-law to authorize the Mayor and Clerk to execute the contract to provide 3 Public Vehicle Licensing Inspectors at Lester B. Pearson International Airport, be approved.

A. Franks, Commissioner
Building, Zoning and Licensing
Building Department

GRB/dap
Attach.



10

City of Mississauga

MEMORANDUM

To MAYOR AND MEMBERS OF COUNCIL

From L. W. STEWART, Q.C.

Dept. _____

Dept. CITY SOLICITOR

May 14th, 1986

OPERATIONS/WORKS JUN 11 1986

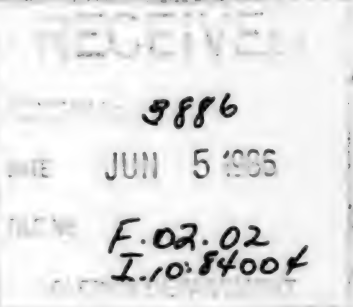
SUBJECT:

Middle Road Heritage Bridge and the establishment of part of Sherway Drive under the joint jurisdictions of the City of Etobicoke and the City of Mississauga.

ORIGIN:

Application for a grant for the restoration of the Middle Road Bridge.

COMMENTS:



In the course of the preparation of a legal description and reference plan required in connection with the application for a grant from the Ontario Heritage Foundation and the Ministry of Citizenship and Culture for the restoration of the Middle Road Bridge, it was discovered that a small parcel of land upon which the bridge is located, which is part of the public highway by implied dedication and acceptance, has never been formally established as part of the public highway. Because the bridge and the public highway within 30 metres of each end of the bridge are under joint jurisdictions of the Cities of Mississauga and Etobicoke, a by-law should be enacted by both municipalities to formally establish the public highway. A similar by-law is now being presented to the Council of the City of Etobicoke for enactment. The land is described in metes and bounds, a copy of which is attached hereto.

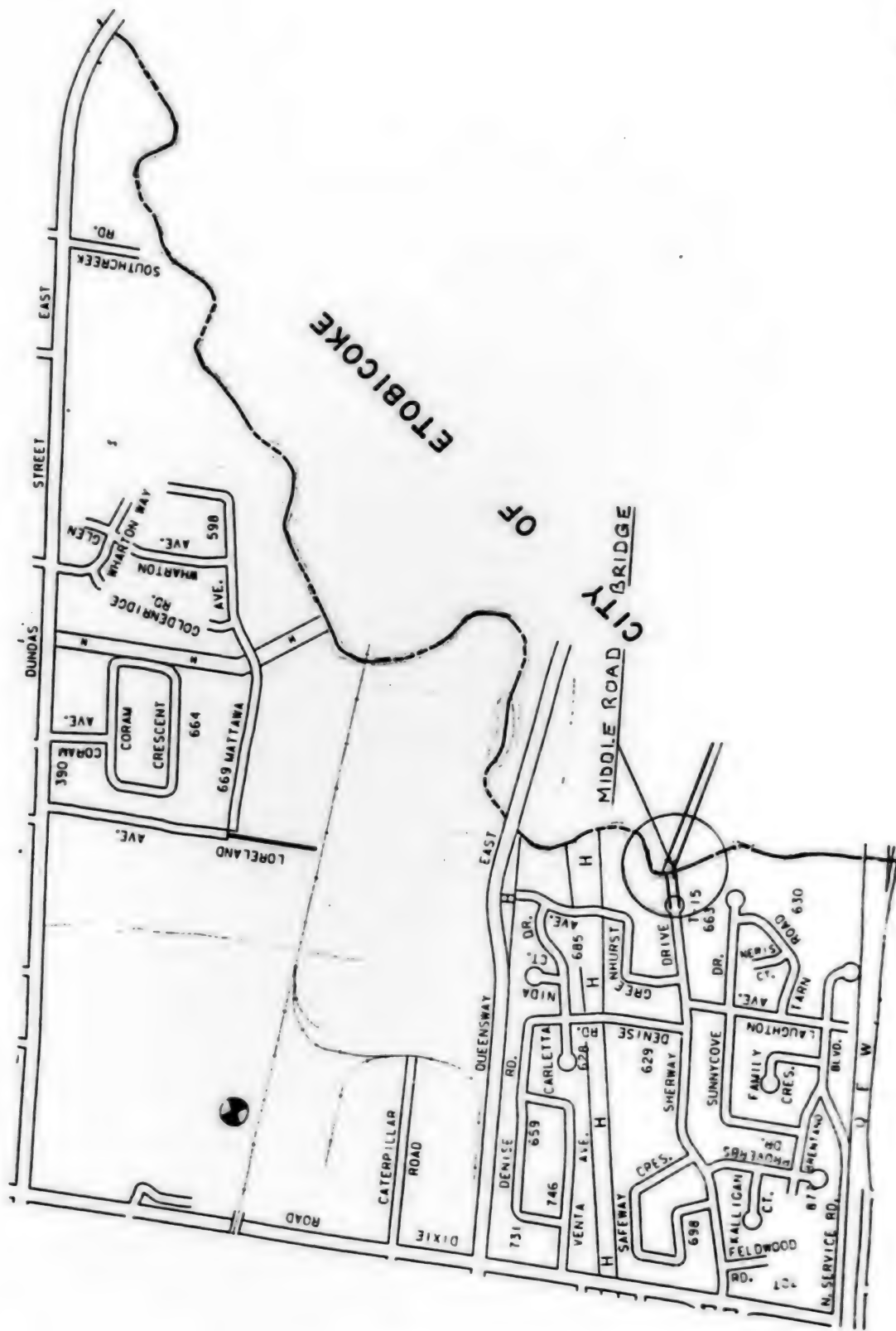
RECOMMENDATION:

That a by-law be enacted to establish the lands upon which the Middle Road Bridge is located and which are described in metes and bounds as attached hereto, as a public highway under the joint jurisdiction of the City of Mississauga and the City of Etobicoke.

RKG:aa

L. W. STEWART, Q.C.
CITY SOLICITOR

10(a)





City of Mississauga

MEMORANDUM

To Operations and Works Committee

From Terence L. Julian

Dept. _____

City Clerk
Dept. _____

OPERATIONS/WORKS

JUN 11 1986

May 23, 1986.

JUN 5 1986

LADIES AND GENTLEMEN:

SUBJECT:

Conveyance of City owned Lands to the Region
for Cawthra Road Grade Separation (C.N.R.),
File: A.02.04.05.01

ORIGIN:

Request from the Region of Peel September 20,
1985.

COMMENTS:

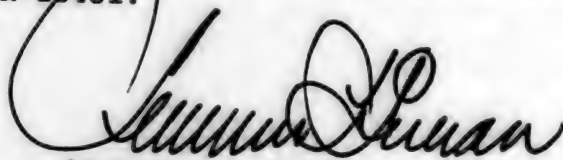
The Region of Peel is proposing to widen and reconstruct Cawthra Road between Lakeshore Road and Atwater Avenue. The project includes the construction of a grade separation of the C.N.R. level crossing. In order to facilitate the proposed construction, the Region requested the conveyance of City owned lands on both sides of Cawthra Road for the road widening. The City owned lands in question are located at the northeast corner of Third Street and Cawthra Road and on the west side of Cawthra Road, approximately 250 feet south of Third Street. Both parcels are surplus engineering greenbelt and the Engineering Department has indicated no objection to the gratuitous conveyance of these lands to the Region.

The Region has now prepared the transfer documents, which have been reviewed by the Legal Department and found to be satisfactory.

1/1(a)

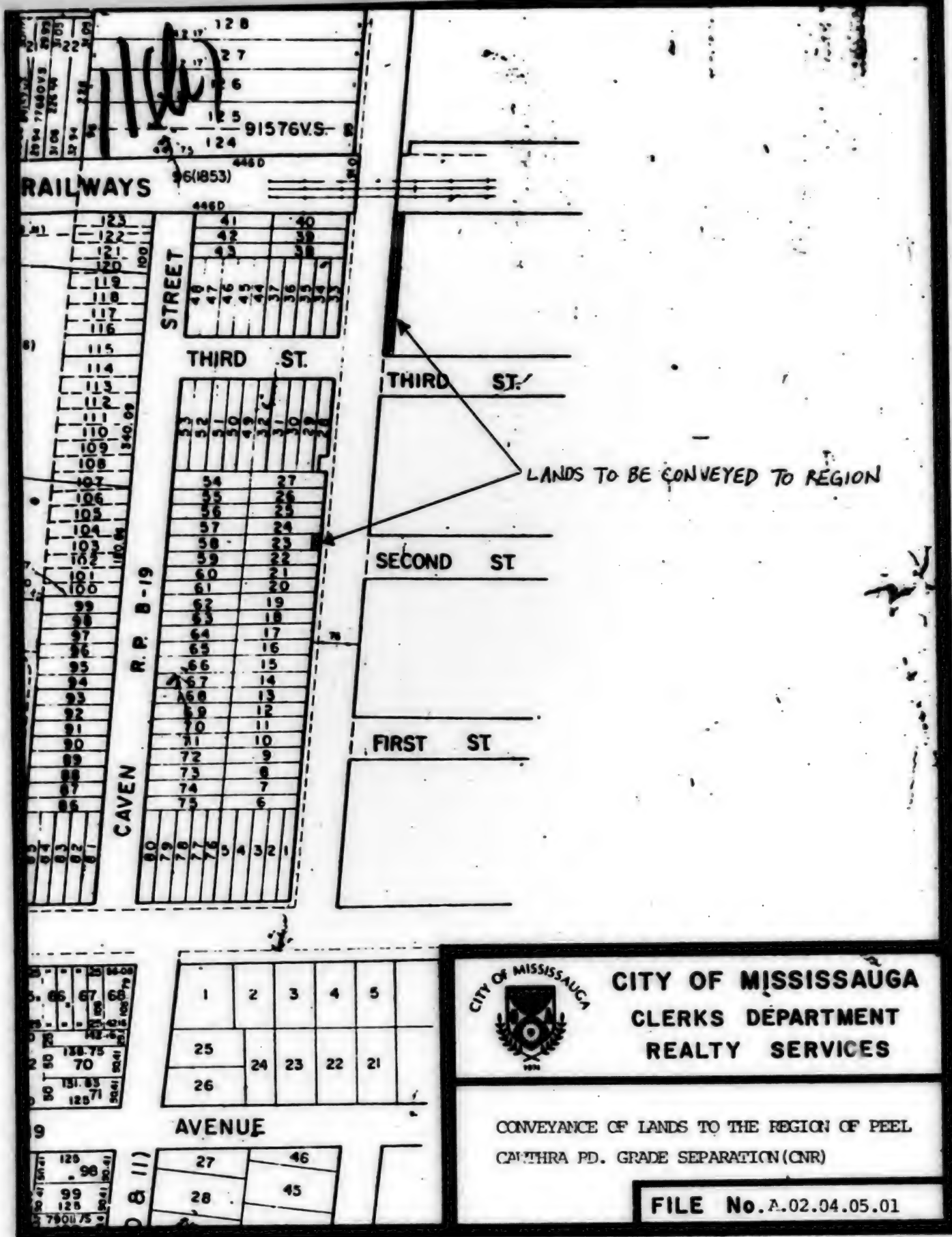
RECOMMENDATION:

That a By-law be enacted authorizing the execution of the Transfers of Land from the Corporation of the City of Mississauga to the Regional Municipality of Peel with respect to Part of Lot 23, Registered Plan B-19, designated as Part 12 on Reference Plan 43R-13431, and Part of Lot 153, Registered Plan C-23, designated as Part 23 on Reference Plan 43R-13431.



Terence L. Julian, A.M.C.T., C.M.C.,
City Clerk.

CM:le
2700C/180C





City of Mississippi

MEMORANDUM

12

To Operations and Works Committee From Terence L. Julian
Dept. _____ City Clerk
Dept. _____

OPERATIONS/WORKS
May 20, 1986.

JUN 11 1986

JUN 5 1986

LADIES AND GENTLEMEN:

SUBJECT:

Request for reconveyance of One Foot Reserve to The Cadillac Fairview Corporation Limited, Block F, Registered Plan M-284, B.06.284.06

ORIGIN:

Request by The Cadillac Fairview Corporation Limited

COMMENTS:

Block A on Registered Plan M-284 was designated as an 88 foot widening to be incorporated as part of Highway 401. The Ministry of Transportation and Communications, since registration of Plan M-284, has reduced their requirements to a 27 foot widening (Part 2, Plan 43R-7513). The remaining 61 feet of Block A (Part 1, Plan 43R-7513) was reconveyed to The Cadillac Fairview Corporation, owners of Block D on Registered Plan M-284. Block F is a one foot reserve which separates Block D and Block A and was conveyed to the City. Cadillac Fairview has now requested that the one foot reserve (Block F) be reconveyed to them in order to allow access to the remaining 61 feet of Block A (Part 1, Plan 43R-7513).

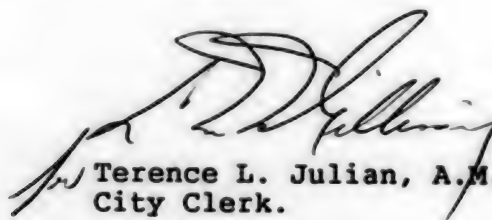
The request has been reviewed and approved by the Engineering and Works Department. A one foot reserve adjacent to the 27 foot widening taken by the M.T.C. is unnecessary as they have complete control over access to Highway 401 under The Public Transportation and Highway Improvement Act.

12(a)

- 2 -

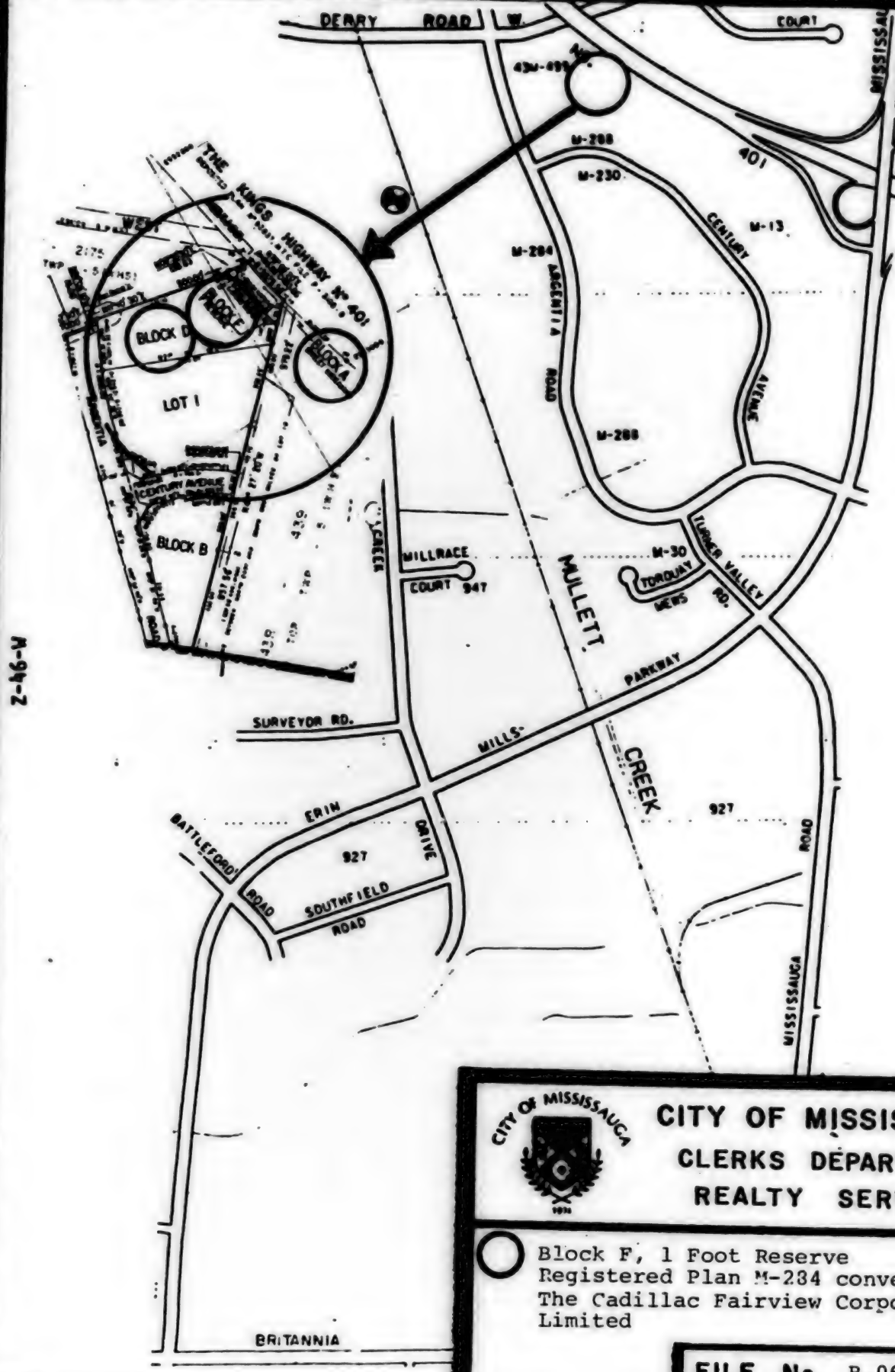
RECOMMENDATION:

That a By-law be enacted authorizing execution of a transfer of Block F, Registered Plan M-284, to the Cadillac Fairview Corporation Limited.



Terence L. Julian, A.M.C.T., C.M.C.,
City Clerk.


PJS:le
Attach.



**CITY OF MISSISSAUGA
CLERKS DEPARTMENT
REALTY SERVICES**

○ Block F, 1 Foot Reserve
Registered Plan M-284 conveyed to
The Cadillac Fairview Corporation
Limited

FILE No. B.06.284.06



City of Mississauga

MEMORANDUM

additional item 13

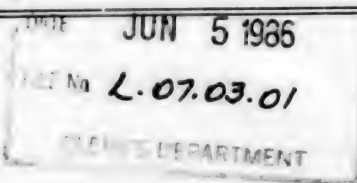
To Operations and Works Committee

From A. Franks

Dept. _____

Commissioner

Dept. Building, Zoning & Licensing



June 2, 1986

JUN 11 1986

OPERATIONS/WORKS

SUBJECT: Skateboard ramps

ORIGIN: Councillor Steve Mahoney - May 28, 1986

COMMENTS: The Building Department is currently in receipt of two complaints concerning skateboard ramps on private property. This, to the best of our knowledge, is not a wide spread problem and we are aware of only one other skateboard ramp complaint investigated by the Building Department in the past few years.

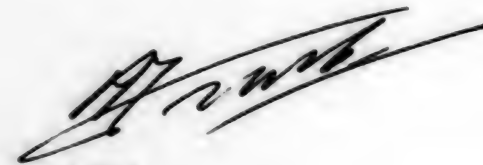
There is nothing specific in any of our by-laws which would prohibit the construction and use of a skateboard ramp on private property in Mississauga. The structure cannot be considered as a building under the definition of the Building Code and, therefore, it does not require a building permit. The structure, in many ways, is comparable to an above ground swimming pool, serving a recreational purpose and roughly of the same size. It may be found objectionable, aesthetically speaking, and from the point of view of creating noise, just as an above ground swimming pool might.

It is felt that the best and most expeditious way of dealing with this problem is to proceed under the Nuisance Type Noise By-law #785-80. During the investigation of the two current complaints, the By-law Enforcement Officer informed the owners of both properties involved that not only private liability may become a major issue in case of an accident or injury but the City would also have to proceed under the requirements of the Noise By-law if complaints are received from the neighbouring properties. Therefore, if in spite of our warning, the construction and use of the skateboard ramps continues, and assuming that the adjacent property owners are willing to complain and appear in court as witnesses, the By-law Enforcement personnel are prepared to lay charges and proceed with the prosecution under the requirements of the by-law.

Continued...../2

June 2, 1986
Operations and Works Committee
Continued.....Page 2

- RECOMMENDATION:
1. That the report dated June 2, 1986 from the Commissioner of Building, Zoning & Licensing concerning skateboard ramps on private property be received.
 2. That the problem of skateboard ramps on private property be dealt with under the authority of the Noise By-law #785-80.



A. Franks
Commissioner
Building, Zoning & Licensing

 MMN/bj

c.c. M.M. Navabi
R. Campbell
B. Payton
M.C. Brown

CITY OF MISSISSAUGA

MINUTES

MEETING SIX EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS & WORKS COMMITTEE
DATE OF MEETING: WEDNESDAY, JUNE 11, 1986, 9:35 A.M.
PLACE OF MEETING: COUNCIL CHAMBERS
MEMBERS PRESENT: Councillor H. Kennedy (Chairman)
Councillor L. Taylor
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn

MEMBERS ABSENT: NIL
OTHERS PRESENT: Mayor H. McCallion
STAFF PRESENT: Mr. D. Lychak, City Manager
Mr. W. P. Taylor, Commissioner of Engineering
and Works
Mr. A. Franks, Commissioner of Building
Mr. L.W. Stewart, City Solicitor
Ms. L. Mailer, Committee Coordinator

DEPUTATIONS - 9:35 A.M.

- A. Mr. J. Mirka, General Manager, and Mr. R. Jones, Director,
Planning & Construction, and Mr. K. Postage, Director of
Consumer Affairs, Hydro Mississauga

F.04.04

SEE ITEM 1

June 11, 1986

B. Mr. Ian MacKay, 3260 Hornbeam Crescent, Mississauga.

L.07.03.01

SEE ITEM 13

MATTERS FOR CONSIDERATION:

1. Presentation by Hydro Mississauga with respect to hydro servicing of the City Centre.

By way of introduction, Mayor McCallion advised that she had requested this presentation as a result of a recent presentation to the Hydro Commission with respect to the problems associated with servicing the Hammerson hotel site in the City Centre. The Mayor advised that an interim solution had been reached, but the completed hotel will not have a backup system if power is disrupted. As a result, it seemed appropriate that the servicing of the Centre be discussed at this time.

Mr. J. Mirka, General Manager advised that the presentation will deal more on the past and outline the matters which have to be resolved to provide future hydro services to the City Centre. Mr. Mirka pointed out that the City Centre including Square One Shopping Centre is somewhat different from the rest of the City and therefore the servicing is somewhat different. The Commission has directed Staff to negotiate a new agreement and to create a new master plan for the area. It is expected that this master plan will be well underway by the end of the year and Hydro will make a presentation to the City at that time.

Mr. R. Jones, Director of Planning and Construction, presented the master plan and technical requirements to service the Centre and how these requirements will be required.

Councillor Taylor inquired what steps are being taken to protect the service from disruption since it would seem that many of the companies who will locate in the City Centre will be highly computerized and power interruptions to these computer systems could be very costly.

June 11, 1986

Mr. Jones advised that disturbances are caused in a number of ways and the system planned for the Centre is one of the more reliable; however, a system to provide "network protectors" is being investigated, but of course this adds considerably to the cost of providing the service. Mr. Jones confirmed that a presentation would be made on this system when the investigations are completed.

Councillor Taylor further questioned what provisions are being made to locate the underground cables so that buildings can be located closer to the street lines to create the downtown environment of the City Centre desired. In other parts of the City, the underground services have restricted the siting of the building as well as landscaping and this should be given special consideration in the City Centre.

Mr. Jones advised, that as a Member of the Public Utilities Coordinating Committee, he would address this question to the Committee and report back.

Mr. K. Posgate outlined the basic details of the agreement with Hammerson and that Staff have been directed to renegotiate an agreement. The first item is the development of a master electrical plan which will require the developer to engage a consulting engineer to design the whole area. Hydro will act as the approving authority for the design. The agreement will address such issues as new substation, levies, financial securities and regulations.

In conclusion, Mr. Mirka advised that the Commission has directed Staff to negotiate a new agreement and to create a new master plan for the area. It is expected that this master plan will be well underway by the end of the year and Hydro will make a presentation to the City at that time.

During discussion of this matter, the question of the sale of the City Hall site was questioned with respect to the payment of levies, including Hydro and Region and whether or not these were payable by the Purchaser of the site. Mr. Lychak was requested to prepare a report on this matter for the consideration of the Administration and Finance Committee.

Councillor Taylor recommended that the presentation be received with appreciation. This motion was voted on and carried.

F.04.04

Received

See Recommendation OW-129-86 (L. Taylor)

June 11, 1986

2. Report dated June 4, 1986, from the Commissioner of Engineering & Works in response to a request by the developer to waive Condition 3a of Schedule C of the Servicing Agreement for Pinetree Development Industrial Subdivision, Plan 43M-449, located north of Britannia Road East and west of Tomken Road, which states as follows:

"No building permits will be issued for Blocks 10, 11, 18, 21 and 23 is developed in conjunction with adjacent lands."

The developer, Pinetree Development Co. Limited, have requested that this condition be waived with respect to Block 21 as they have been unable to purchase the Clausen property which is adjacent to this property and fronts onto Tomken Road. At the request of the Planning Department, the developer made a formal offer (copy attached) to the adjacent owners at market value however this was declined.

The Planning Department and the Engineering and Works Department have no objection to the waiving of Condition 3a provided a 15 metre easement is provided in favour of the City over Block 21 adjacent to the Blocks 20/21 lot line to allow for potential future access from the Clausen property to Kestrel Road. The easement shall contain a clause binding on future owners that the easement rights will be transferred to the adjacent property owner if and when required. Mr. Taylor recommends:

That Condition 3a of Schedule C of the Servicing Agreement for Pinetree Development Industrial Subdivision, Plan 43M-449, located north of Britannia Road East and west of Tomken Road, be waived with respect to Block 21 subject to a 15 metre easement being provided by Pinetree Development Co. Limited in favour of the City over Block 21 adjacent to the Block 20/21 lot line to allow for potential future access from the adjacent property to Kestrel Road.

B.06.449.02

Approved

See Recommendation OW-130-86 (D. Culham)

June 11, 1986

3. Report dated May 27, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of grading rectification works on Lots 165, 166 and 167, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West. Under the terms of the Servicing Agreement, Donlee Holdings Limited is responsible for the grading of all lots within the subdivision. Staff have prepared several letters to the developer and have met to discuss the matter of the unsatisfactory grading on Lots 165, 166 and 167, however to date, the matter remains unresolved. The problem involves a large grade differential in the rear yard of Lots 165, 166 and 167 resulting in substantial slopes.

The City approved the grading plan for these lots on September 29, 1983 however at that time only the lot corner elevations and the ground elevation at the front of the house were compared to the overall grading plan. The excessive grade differences which result in largely unusable rear yards were not obvious at that time. Our current standards have been revised to include a much more intensive review of the internal grading of the lots.

It is our conclusion that the rear yard should be composed of a flat area (3/4 of the rear yard at 2 to 4 percent slope) and the remaining portion be composed of a 3 to 1 slope and a retaining wall to make up the grade differential as is our current practice. Mr. Taylor recommends:

- (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lots 165, 166 and 167, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West, at an estimated cost of \$19,500.00.
- (b) That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for the design and supervision of the corrective grading works at an estimated cost of \$1,500.00, subject to him agreeing to do the work forthwith; and further, if Mr. Randles is not prepared to act in this manner that the Commissioner of Engineering and Works be authorized to hire a consulting engineer of his choice to carry out this work at a cost not to exceed \$1,500.00.

June 11, 1986

- (c) That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations (a) and (b).

B.06.445.02

Approved

See Recommendation OW-131-86 (T. Southorn)

4. Report dated May 28, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of grading rectification works on Lot 116, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West. Under the terms of the Servicing Agreement, Donlee Holdings Limited is responsible for the grading of all lots within the subdivision. Staff have prepared several letters to the developer concerning the grading deficiencies on Lot 116 however to date these matters remain outstanding. The residents involved have expressed their concern regarding the delay in this matter. Mr. Taylor recommends:

- (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 116, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West, at an estimated cost of \$900.00.
- (b) That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for the design and supervision of the corrective grading works at an estimated cost of \$200.00.
- (c) That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations (a) and (b)

B.06.445.02

Approved

See Recommendation OW-132-86 (T. Southorn)

June 11, 1986

5. Report dated May 27, 1986, from the Commissioner of Engineering & Works regarding the Rainbow Festival Parade proposed for Monday, June 30, 1986, between the hours of 11:00 a.m. and 1:00 p.m. and the necessary road closures to accommodate the parade. The Engineering Department has no objection to the events of the Rainbow Festival subject to the normal conditions for special events. Mr. Taylor recommends:

- (a) That the Rainbow Festival be granted permission to hold the Rainbow Parade on the route outlined in the report dated May 27, 1986, from the Commissioner of Engineering and Works on Monday June 30, 1986 between 11:00 a.m. and 1:00 p.m., subject to the following conditions:
 - (i) Completion of a Road Closure permit with the Engineering Department at least five days prior to the event;
 - (ii) The placement of fluorescent traffic cones on Lakeshore Road between Stavebank Road and Front Street;
 - (iii) Complete supervision and traffic control by the Peel Regional Police.
- (b) That the Rainbow Festival be granted permission to:
 - (i) Control access to the Stavebank Road North and Front Street North parking lots during the Festival;
 - (ii) Place a viewing stand on the boulevard of Lakeshore Road adjacent to the Port Credit Library during the Parade;
 - (iii) Place advance Rainbow information signs at a number of intersections City-wide;
 - (iv) Close Front Street North (limited access) on Tuesday, July 1, 1986 between 12:00 noon and 10:00 p.m.
- (c) That a by-law be enacted to authorize the closures of portions of Mineola Road East, Lakeshore Road West, Hurontario Street and Front Street North for the Rainbow Festival.

A.04.08.06
F.02.04.02

Approved
See Recommendation OW-133-86 (T. Southorn)

June 11, 1986

6. Report dated May 26, 1986, from the Commissioner of Engineering & Works with respect to the Strawberry Festival Parade proposed for Saturday, June 21, 1986, between 10:00 a.m. and 12 Noon. Since the roads will not be closed and the parade will be supervised by the Peel Regional Police, the Engineering Department has no objections to the proposal subject to the usual conditions for special events. Mr. Taylor recommends:

That permission be granted to the festival committee to hold the 1986 Strawberry Parade on Saturday, June 21, 1986 between 10:00 a.m. and 12 noon on the route outlined in the report dated May 26, 1986, from the Commissioner of Engineering and Works, subject to the following conditions:

- (a) Completion of a road restriction permit with the Engineering Department at least five days prior to the event.
- (b) That the parade be escorted/supervised by the Peel Regional Police.

A.04.08.03
F.02.04.02

Approved

See Recommendation OW-134-86 (D. Cook)

7. Report dated June 3, 1986, from the Commissioner of Building, Zoning and Licensing regarding the recommendation of the Public Vehicle Authority adopted by Council on November 4, 1985, to issue three additional taxicab owners' licenses. Staff have reviewed all available information on the first three applicants who are next entitled for consideration in order of seniority from the current Taxicab Priority List in relation to qualifying for the issue of these licenses. All three appear to qualify and no objections were received from the general public or industry members. Mr. Franks recommends:

That one Taxicab Owner's License be issued to each of the three qualifying applicants on the Priority List: Boutros Diab; Constantin Agoritsas; and Arthur M. Johnson.

L.08.04.02

Approved

See Recommendation OW-135-86 (D. Culham)

June 11, 1986

8. Report dated May 29, 1986, from the Commissioner of Building, Zoning and Licensing with respect to the execution of a Housekeeping Agreement with 410613 Ontario Limited, for the premises known municipally as 50 Britannia Road East which is required in accordance with the Zoning By-law. The agreement has been executed by the Owner and is in a form satisfactory to the Legal Department. Mr. Taylor recommends:

That a by-law be enacted to authorize execution of the Housekeeping Agreement dated May 29, 1986, between The Corporation of the City of Mississauga and 410613 Ontario Limited for the premises known municipally as 50 Britannia Road East.

B.01.04

Approved

See Recommendation OW-136-86 (F. McKechnie)

9. Report dated May 20, 1986, from the Commissioner of Building, Zoning and Licensing regarding the Contract with Transport Canada for the provision of 3 vehicle licensing inspectors to assist with the ground transportation services at the Pearson International Airport. Mr. Franks recommends:

That a by-law be enacted to authorize execution of the Agreement dated January 30, 1986, between Transport Canada and The Corporation of the City of Mississauga to provide 3 Public Vehicle Licensing Inspectors at Lester B. Pearson International Airport for a period of five years.

L.07.01

Approved

See Recommendation OW-137-86 (F. McKechnie)

June 11, 1986

10. Report dated May 14, 1986, from the City Solicitor the Middle Road Heritage Bridge and the establishment of part of Sherway Drive under the joint jurisdictions of the City of Etobicoke and the City of Mississauga. In the course of the preparation of a legal description and reference plan required in connection with the application for a grant from the Ontario Heritage Foundation and the Ministry of Citizenship and Culture for the restoration of the Middle Road Bridge, it was discovered that a small parcel of land upon which the bridge is located, which is part of the public highway by implied dedication and acceptance, has never been formally established as part of the public highway. Because the bridge and the public highway within 30 metres of each end of the bridge are under joint jurisdictions of the Cities of Mississauga and Etobicoke, a by-law should be enacted by both municipalities to formally establish the public highway. A similar by-law is now being presented to the Council of the City of Etobicoke for enactment. Mr. Stewart recommends:

That a by-law be enacted to establish the lands upon which the Middle Road Bridge is located as a public highway under the joint jurisdiction of the City of Mississauga and the City of Etobicoke.

Councillor Cook advised that the residents in the area would like to have a ribbon cutting ceremony due to the historic nature of this bridge and its designation by two municipalities (Mississauga and Etobicoke) as an historical structure. Mr. Lychak advised that he would make arrangements with the Public Affairs Department.

F.02.02
I.10.84004

Approved

See Recommendation OW-138-86 (D. Cook)

June 11, 1986

11. Report dated May 23, 1986, from the City Clerk regarding the conveyance of City owned Lands to the Region for Cawthra Road Grade Separation (C.N.R.). The Region of Peel is proposing to widen and reconstruct Cawthra Road between Lakeshore Road and Atwater Avenue. The project includes the construction of a grade separation of the C.N.R. level crossing. In order to facilitate the proposed construction, the Region requested the conveyance of City owned lands on both sides of Cawthra Road for the road widening. The City owned lands in question are located at the northeast corner of Third Street and Cawthra Road and on the west side of Cawthra Road, approximately 250 feet south of Third Street. Both parcels are surplus engineering greenbelt and the Engineering Department has indicated no objection to the gratuitous conveyance of these lands to the Region. The Region has now prepared the transfer documents, which have been reviewed by the Legal Department and found to be satisfactory. Mr. Julian recommends:

That a by-law be enacted to authorize execution of the Transfers of Land from The Corporation of the City of Mississauga to the Regional Municipality of Peel with respect to Part of Lot 23, Registered Plan B-19, designated as Part 12 on Reference Plan 43R-13431, and Part of Lot 153, Registered Plan C-23, designated as Part 23 on Reference Plan 43R-13431 (Cawthra Road Grade Separation).

A.02.04.05.02

Approved

See Recommendation OW-139-86 (T. Southorn)

June 11, 1986

12. Report dated May 20, 1986, from the City Clerk in response to a request for reconveyance of one foot reserve to The Cadillac Fairview Corporation Limited, Block F, Registered Plan M-284. Block A on Registered Plan M-284 was designated as an 88 foot widening to be incorporated as part of Highway 401. The Ministry of Transportation and Communications, since registration of Plan M-284, has reduced their requirements to a 27 foot widening (Part 2, Plan 43R-7513). The remaining 61 feet of Block A (Part 1, Plan 43R-7513) was reconveyed to The Cadillac Fairview Corporation, owners of Block D on Registered Plan M-284. Block F is a one foot reserve which separates Block D and Block A and was conveyed to the City. Cadillac Fairview has now requested that the one foot reserve (Block F) be reconveyed to them in order to allow access to the remaining 61 feet of Block A (Part 1, Plan 43R-7513).

The request has been reviewed and approved by the Engineering and Works Department. A one foot reserve adjacent to the 27 foot widening taken by the M.T.C. is unnecessary as they have complete control over access to Highway 401 under The Public Transportation and Highway Improvement Act. Mr. Julian recommends:

That a by-law be enacted to authorize execution of the transfer of Block F, Registered Plan M-284, to the Cadillac Fairview Corporation Limited (lands adjacent to Hwy. 401 - south of Derry Road West/east of Argentinia Road).

B.06.284.06

Approved

See Recommendation OW-140-86 (T. Southorn)

The following additional matters were considered by the Committee.

13. Report dated June 2, 1986, from the Commissioner of Building, Zoning and Licensing in response to two complaints concerning skateboard ramps on private property. This has not been a widespread problem and only one other such complaint has been investigated in the past few years.

June 11, 1986

There is nothing specific in any of the City's by-law which would prohibit the construction and use of a skateboard ramp on private property in Mississauga. The structure cannot be considered as a building under the definition of the Building Code, and therefore, it does not require a building permit. The structure, in many ways, is comparable to an above ground swimming pool, serving a recreational purpose and roughly of the same size. It may be found to be objectionable, aesthetically speaking, and from the point of view of creating noise, just as an above ground swimming pool might.

The best and most expeditious way of dealing with this problem is to proceed under the Nuisance Type Noise By-law 785-80. During investigation of the two current complaints, the By-law Enforcement Officer informed the owners of both properties involved that not only private liability may become a major issue in case of an accident or injury but the City would also have to proceed under the requirements of the Noise By-law if complaints are received from the neighbouring properties. Therefore, in spite of the warnings, the construction and use of the skateboard ramps continues, and assuming that the adjacent property owners are willing to complain and appear in court as witnesses, the By-law Enforcement personnel are prepared to lay charges and proceed with the prosecution under the requirements of the by-law. Mr. Franks recommended:

That the report dated June 2, 1986, from the Commissioner of Building, Zoning, concerning skateboard ramps on private property be received and that the problem of skateboard ramps be dealt with under the authority of the Noise By-law 785-80.

Mr. Ian MacKay of 3260 Hornbeam Crescent, Mississauga, appeared before the Committee as a resident adjacent to the home where one of these skateboard ramps have been constructed. Mr. MacKay stressed that the ramp in his neighbour's backyard is 7' high and 20' long approximately and is a major structure. It also attracts many children from a wide area and on occasions it seems like an amusement park next door. Mr. MacKay stated that he has lost the enjoyment and privacy of his backyard and would probably affect the resale value of his home.

June 11, 1986

In response to a question, Mr. Franks advised that Mr. MacKay's neighbour has been served with a summons and Mr. MacKay and another neighbour have sworn complaints and have indicated they are willing to appear as witnesses in court. Mr. Franks reiterated that this is not a structure under the definition of the building code and the authority to deal with this matter falls under the jurisdiction of the Noise By-law.

In response to question, Mr. MacKay confirmed that he had spoken to his neighbour about the matter, but received no cooperation.

Mr. Franks also pointed out that the By-law Enforcement staff attempt to reason with the neighbours on such matters, however they are not always successful in resolving such matters.

Councillor Taylor inquired whether such a structure would be prohibited in this area since this was located in Erin Mills where there are restrictive covenants on title. Councillor Taylor suggested Mr. MacKay investigate this matter.

While Members of Committee sympathized with the Mr. MacKay's situation it was apparent that the City had no jurisdiction over the matter except under the Noise By-law with the cooperation of the residents. Mayor McCallion advised Mr. MacKay that she would contact his neighbour to discuss this situation.

Received

See Recommendation OW-41-86 (D. Culham)

14. Refuse Contract and Recycling Program

Mr. Taylor provided the Committee with the statistics on tonnage for the second week under the new contract. It appears that the recycling program is a success beyond everyone's expectations and the program will be monitored carefully and updates provided as appropriate.

F.05.04.06

No Recommendation

June 11, 1986

15. Mississauga Valley Boulevard - Elm Drive to Cooksville
Creek- Parking

Councillor Taylor advised that parking is permitted on a 72 hour basis to alleviate problems in the area; however, the privilege is being abused and is causing a safety hazard. Councillor recommended that the 72 hours parking be lifted and that the 3 hour parking limit be enforced.

Staff were requested to prepare a report on this situation for Council's consideration on June 16, 1986.

F.06.04.02

No Recommendation

16. Kingsbridge Garden Circle and Regents Terrace - Stop Sign
- Councillor Taylor requested that the installation of a stop sign be approved at this intersection in accordance with the wishes of the area residents.

Staff were requested to prepare a report on this situation for Council's consideration on June 16, 1986.

F.06.04.02

No Recommendation

17. Hurontario Street - from Highway 403 to Eglinton Avenue -
Speed Limit

Councillor Taylor requested that the speed limit be lowered from 80 kph to 60 kph in accordance with a request from the Kingsbridge Community Association in light of the fact that this area is now a residential community.

Mr. Taylor responded that the residential component is internal and the development adjacent to Hurontario Street will be high density and commercial. It would seem that the lower speed limit will result as this development takes place.

F.06.04.02

No Recommendation

Recommendations:

As per Report 6-86

Adjournment:

11:30 a.m.

OPERATIONS AND WORKS COMMITTEE

JUNE 11, 1986

REPORT 6-86

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its sixth report and recommends:

OW-129-86 That the presentation to the Operations and Works Committee on June 11, 1986, by Hydro Mississauga Representatives with respect to hydro servicing of the City Centre be received with appreciation.

F.04.04
(04-129-86)

OW-130-86 That Condition 3a of Schedule C of the Servicing Agreement for Pinetree Development Industrial Subdivision, Plan 43M-449, located north of Britannia Road East and west of Tomken Road, be waived with respect to Block 21 subject to a 15 metre easement being provided by Pinetree Development Co. Limited in favour of the City over Block 21 adjacent to the Block 20/21 lot line to allow for potential future access from the adjacent property to Kestrel Road.

B.06.449.02
(04-130-86)

OW-131-86 (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lots 165, 166 and 167, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West, at an estimated cost of \$19,500.00.

- (b) That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for the design and supervision of the corrective grading works at an estimated cost of \$1,500.00, subject to him agreeing to do the work forthwith; and further, if Mr. Randles is not prepared to act in this manner that the Commissioner of Engineering and Works be authorized to hire a consulting engineer of his choice to carry out this work at a cost not to exceed \$1,500.00.
- (c) That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations (a) and (b).

B.06.445.02
(04-131-86)

- OW-132-86 (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 116, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West, at an estimated cost of \$900.00.
- (b) That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for the design and supervision of the corrective grading works at an estimated cost of \$200.00.
- (c) That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations (a) and (b)

B.06.445.02
(04-132-86)

June 11, 1986

- OW-133-86 (a) That the Rainbow Festival be granted permission to hold the Rainbow Parade on the route outlined in the report dated May 27, 1986, from the Commissioner of Engineering and Works on Monday June 30, 1986 between 11:00 a.m. and 1:00 p.m., subject to the following conditions:
- (i) Completion of a Road Closure permit with the Engineering Department at least five days prior to the event;
 - (ii) The placement of fluorescent traffic cones on Lakeshore Road between Stavebank Road and Front Street;
 - (iii) Complete supervision and traffic control by the Peel Regional Police.
- (b) That the Rainbow Festival be granted permission to:
- (i) Control access to the Stavebank Road North and Front Street North parking lots during the Festival;
 - (ii) Place a viewing stand on the boulevard of Lakeshore Road adjacent to the Port Credit Library during the Parade;
 - (iii) Place advance Rainbow information signs at a number of intersections City-wide;
 - (iv) Close Front Street North (limited access) on Tuesday, July 1, 1986 between 12:00 noon and 10:00 p.m.
- (c) That a by-law be enacted to authorize the closures of portions of Mineola Road East, Lakeshore Road West, Hurontario Street and Front Street North for the Rainbow Festival.

A.04.08.06
F.02.04.02
(04-133-86)

OW-134-86

That permission be granted to the festival committee to hold the 1986 Strawberry Parade on Saturday, June 21, 1986 between 10:00 a.m. and 12 noon on the route outlined in the report dated May 26, 1986, from the Commissioner of Engineering and Works, subject to the following conditions:

- (a) Completion of a road restriction permit with the Engineering Department at least five days prior to the event.
- (b) That the parade be escorted/supervised by the Peel Regional Police.

A.04.08.03
F.02.04.02
(04-134-86)

OW-135-86

That one Taxicab Owner's License be issued to each of the three qualifying applicants on the Priority List: Boutros Diab; Constantin Agoritsas; and Arthur M. Johnson.

L.08.04.02
(04-135-86)

OW-136-86

That a by-law be enacted to authorize execution of the Housekeeping Agreement dated May 29, 1986, between The Corporation of the City of Mississauga and 410613 Ontario Limited for the premises known municipally as 50 Britannia Road East.

B.01.04
(04-136-86)

OW-137-86

That a by-law be enacted to authorize execution of the Agreement dated January 30, 1986, between Transport Canada and The Corporation of the City of Mississauga to provide 3 Public Vehicle Licensing Inspectors at Lester B. Pearson International Airport for a period of five years.

L.07.01
(04-137-86)

June 11, 1986

OW-138-86

That a by-law be enacted to establish the lands upon which the Middle Road Bridge is located as a public highway under the joint jurisdiction of the City of Mississauga and the City of Etobicoke.

F.02.02
I.10.84004
(04-138-86)

OW-139-86

That a by-law be enacted to authorize execution of the Transfers of Land from The Corporation of the City of Mississauga to the Regional Municipality of Peel with respect to Part of Lot 23, Registered Plan B-19, designated as Part 12 on Reference Plan 43R-13431, and Part of Lot 153, Registered Plan C-23, designated as Part 23 on Reference Plan 43R-13431 (Cawthra Road Grade Separation).

A.02.04.05.02
(04-139-86)

OW-140-86

That a by-law be enacted to authorize execution of the transfer of Block F, Registered Plan M-284, to the Cadillac Fairview Corporation Limited (lands adjacent to Hwy. 401 - south of Derry Road West/east of Argentia Road).

B.06.284.06
(04-140-86)

OW-141-86

That the report dated June 2, 1986, from the Commissioner of Building, Zoning and Licensing concerning skateboard ramps on private property be received and the problem of skateboard ramps on private property be dealt with under the authority of the Noise By-law 785-80.

L.07.03.01
(04-141-86)

June 25 1986

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

JUNE 25, 1986, 9:30 A.M.

COUNCIL CHAMBERS

Members: Councillor H. Kennedy
Councillor L. Taylor (Chairman)
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn

Prepared by: Linda Mailer, Clerk's Department
Date: June 19, 1986

Committee Members are requested to contact the appropriate
Department Heads prior to the meeting if greater explanation or
detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - JUNE 25, 1986

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	C.01.03	St. Ignatius Loyola Catholic Church - Site Plan Condition - Cost of Left Turn Lane
2.	E.03.06.03	Inquest Into Death of Pasquale Spiniello - "S" Curve on Stavebank Road
3.	T-76037	River Grove Subdivision - Reduction of Major Road Improvement Levy
4.	Tr-84024	Heritage Hills Subdivision - Reduction of Major Road Improvement Levy
5.	B.06.548.02	Central Erin Mills - Neighbourhood 201A - Waiver of Condition 6b of Schedule C
6.	C.05.01	Civic Centre - Municipal Address
7.	T-78051	Gottardo Properties - Approval of Street Name - Gottardo Court
8.	F.02.04.03	Eglinton Avenue between Erin Mills parkway/Winston Churchill Boulevard - Temporary Closure
9.	F.02.04.03	Verbena Road at Tomken Road - Temporary Closure
10.	F.02.04.03	Tenth Line West - Temporary Closure
11.	F.02.04.04	Vista Drive - Street Party
12.	F.06.04.05	Glensharon Community - Traffic Concerns
13.	F.06.04.05	Birchwood Drive/Lorne Park Road/Glen Road - Traffic Control
14.	F.06.04.05	Central Parkway East with Bloor Street and Cliff Road North - Yield Signs

Index - Operations/Works

June 25, 1986

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| 15. | F.06.04.02 | Central Parkway West at C.P.R. Spur
Line - Parking Prohibition |
| 16. | F.06.04.02 | The Credit Woodlands - Parking
Prohibition |
| 17. | B.06.475.02 | Alcester Investments Limited Industrial
Subdivision - Release and Abandonment
of Temporary Easement |
| 18. | L.07.01 | Smoking By-law |
| 19. | L.05.01 | 3449 Clanfield Crescent - Fence |
| 20. | L.07.01.02 | Plumbing By-law Amendment - Staff
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| 21. | L.07.01.02 | By-law 115-76 pursuant to The Building
Code Act - Staff Changes |
| 22. | B.01.04 | Mississauga Executive Enterprises
Limited - 3 Robert Speck Parkway -
Housekeeping Agreement |
| 23. | B.01.04 | Richvalley Construction Limited - 284
Watline Avenue - Housekeeping Agreement |
| 24. | B.01.04 | Maingate Investments Limited - 274
Watline Avenue - Housekeeping Agreement |
| 25. | B.01.04 | R.R.T.N. Holdings Companys Limited -
264 Watline Avenue - Housekeeping
Agreement |
| 26. | A.03.04.01 | Public Vehicle Authority Report 4-86 -
June 10, 1986 |

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

JUNE 25, 1986

DEPUTATIONS - 9:30 A.M.

- A. Reverend D.M. O'Neill, St. Ignatius Loyola Catholic Church
C.01.03
SEE ITEM 1

MATTERS FOR CONSIDERATION:

1. Report dated June 10, 1986, from the Commissioner of Engineering & Works in response to a letter March 19, 1986, from Rev. D.M. O'Neill of St. Ignatius Loyola Catholic Church requesting relief from a site plan condition requiring the applicant to pay the costs for construction of a left turn lane on Burnhamthorpe Road West (estimated cost \$15,000.00).

The subject site is located on the south side of Burnhamthorpe Road west of South Common Court. Burnhamthorpe Road in this area is a two lane road with left turn lanes at Glen Erin Drive and at South Common Court.

The architect for the church contacted the Engineering and Works Department early in 1985 and presented a preliminary site plan. It was requested by the applicant that an access be permitted to Burnhamthorpe Road. It was indicated that an access would be permitted, however, a left turn lane on Burnhamthorpe Road would be required. It was further indicated that the access may be restricted to right-in/right-out in the future when Burnhamthorpe Road is reconstructed. Also, the existing one foot reserve would have to be lifted by Council.

June 25, 1986

A site plan was circulated by the Planning Department under file S.P. 412-85. The site plan was considered at the December 27, 1985 Site Plan Committee at which time the requirement for the left turn lane was formally indicated by the Engineering and Works Department. The site plan is currently being recirculated for consideration at the June 12, 1986 Site Plan Committee.

Briefly, it is proposed that the church be constructed adjacent to Burnhamthorpe Road with one access to Burnhamthorpe Road and a second access point, by way of the existing school, to South Common Court.

The interconnection via the school will allow for shared parking between the church and the school as well as to provide additional access for both the church and for the school which currently has access via South Common Court.

Rev. O'Neill cites two reasons in support of his request for relief from the condition that a left turn lane be constructed on Burnhamthorpe Road:

1. It seems a shame for the church to have to spend the sum of \$15,000.00 that would ultimately be wasted when Burnhamthorpe Road is to be widened in the not too distant future.
2. Since the work that is required by the Engineering Department is not solely for the people of St. Ignatius Loyola Parish, but for the benefit of all the Community, we feel that all should share equally in its cost."

These points have been reviewed as follows:

1. The left turn lane requirements have been kept to the bare minimum recognizing the future reconstruction of Burnhamthorpe Road. The existing roadway is constructed with the north curb line in the ultimate position. The widening for the left turn lane is to the south and will not necessarily be lost when Burnhamthorpe Road is widened to the south.

There was a suggestion that the access to the church be restricted to a right-in/right-out access at this time by construction of a centre island. The Engineering Department had reviewed this suggestion and indicated that these works would have cost \$60,000 and would not be salvaged with the future widening of Burnhamthorpe Road.

With regard to the reconstruction of Burnhamthorpe Road between Erin Mills Parkway and Winston Churchill Boulevard this project was proposed for 1993, however, it has been deferred to 1994 in the current 1986-1995 Capital Budget. Based on this timing we do not feel that it is unreasonable to require the construction of a minimum left turn lane in support of the requested access.

2. The construction of a left turn lane on Burnhamthorpe Road is required in support of a requested access to a two lane facility. The access is of benefit to the church and as such it is a site specific improvement

RECOMMENDATION:

That the site plan condition be placed on S.P. 412-85, St. Ignatius Loyola Catholic Church, for the construction of a left turn lane on Burnhamthorpe Road in support of a proposed access, not be waived.

C.01.03

RECOMMEND ADOPTION

2. Report dated May 30, 1986, from the Commissioner of Engineering & Works in response to a letter dated May 13, 1986 from Dr. Ross C. Bennett, M.D., Chief Coroner for Ontario, concerning the Verdict of Coroner's Jury resulting from the inquest into the death of Pasquale Spiniello.

Mr. Pasquale Spiniello died on August 23, 1986. Mr. Spiniello had been thrown from a "fast moving car" which failed to negotiate a turn in Stavebank Road, north of Paisley Boulevard.

The Coroner's Jury made 12 recommendations with one recommendation being related to the City of Mississauga. The results of the Coroner's Jury are attached to this report. Recommendation 12 is the only recommendation related to the City:

- "12. An "S curve" sign should be posted prior to the S curve on Stavebank Road, near Paisley Boulevard and the road should have centre markings."

June 25, 1986

Following the accident the Traffic Section of the Engineering Department reviewed indepth the S curve and the surrounding area.

1. The subject 'S' curve in Stavebank Road has been in place since 1979 and was constructed to provide an access for the small residential area north of Paisley Boulevard after the realignment of Mavis Road. This was, until 1985, the only connection to the residential area and as such no traffic counts were conducted. However, the roadway serves a very limited area and, as such, it is a local road. A search of accident statistics indicated no previous accidents since 1979.
2. The speed limit is the statutory 50 km/h.
3. The existing signing at the curve consists of checkerboard signs for northbound and southbound traffic as well as several chevron type signs mounted on 8" x 8" guide posts which are installed around the curve for both directions. While street lighting is located in the area, all signs are retro-reflective.

The signing is, in our opinion, adequate based on the nature of the road and the signing is quite visible to identify the curve adequately in advance of the curve for motorists to slow down to properly negotiate the curve.

The Coroner's Jury recommended that advance signs be installed in advance of the curve and that a centreline be installed.

Based on a review of the area the Department does not feel that there is a need for advance signing or a centreline, however, in view of the Coroner's recommendation, the Engineering Department will erect advance signs and install a centreline through the curve.

RECOMMENDATION:

That the Engineering and Works Department install advance curve warning signs and a centreline through the 'S' curve on Stavebank Road, north of Paisley Boulevard.

E.03.06.03

RECOMMEND ADOPTION

3. Report dated June 12, 1986, from the Commissioner of Engineering & Works with respect to the reduction of Major Road Improvement Levy to be granted to the developer for the proposed residential subdivision known as River Grove Subdivision - Phase I, T-76037 located west of Creditview Road and north of McCaugherty Road. Under the standard Financial Agreement, the developer would be responsible for payment of a Major Road Improvement Levy in the amount of \$825,283.54 (EIGHT HUNDRED AND TWENTY FIVE THOUSAND TWO HUNDRED AND EIGHTY THREE DOLLARS AND FIFTY FOUR CENTS) based on the present rate of \$19,974.00 (NINETEEN THOUSAND NINE HUNDRED AND SEVENTY FOUR DOLLARS) per hectare.

Under the terms of the proposed Servicing Agreement, the developer is responsible for the reconstruction of McCaugherty Road from Creditview Road to the Credit River. This section of road was considered in the calculation of the Major Road Improvement Levy. Based on standard procedure, the developer should receive a credit for 70% of the cost for a four lane curb and gutter road with a roadway storm sewer including intersection improvements. The amount of the credit Council should be considering for Phase I of Plan T-76037 equals \$613,023.03 (SIX HUNDRED AND THIRTEEN THOUSAND AND TWENTY THREE DOLLARS AND THREE CENTS).

RECOMMENDATION:

That the Financial Agreement for Phase I of Plan T-76037 located west of Creditview Road and north of McCaugherty Road indicate that a credit of \$613,023.03 (SIX HUNDRED AND THIRTEEN THOUSAND AND TWENTY THREE DOLLARS AND THREE CENTS) is to be afforded to Creditview Estate Homes Limited, 250 Consumers Road, Suite 1102, Willowdale, Ont, M2J 4V6, against the Major Road Improvement Levy.

T-76037

RECOMMEND ADOPTION

June 25, 1986

4. Report dated June 12, 1986, from the Commissioner of Engineering & Works regarding a reduction of Major Road Improvement Levy to be granted to the developer for the proposed residential subdivision known as Heritage Hills Subdivision (Kee Group Inc.) T-84024 located south of Eglinton Avenue West and east of Mavis Road. This residential plan of subdivision is proposed on lands south of Eglinton Avenue West and east of Mavis Road. Under the standard Financial Agreement, the developer would be responsible for payment of a Major Road Improvement Levy in the amount of \$514,530.24 (FIVE HUNDRED AND FOURTEEN THOUSAND FIVE HUNDRED AND THIRTY DOLLARS AND TWENTY FOUR CENTS) based on the present rate of \$19,974.00 (NINETEEN THOUSAND NINE HUNDRED AND SEVENTY FOUR DOLLARS) per hectare.

Under the terms of the proposed Servicing Agreement, the developer is responsible for the construction of Huntington Ridge Drive through this plan of subdivision. This section of road was considered in the calculation of the Major Road Improvement Levy. Based on standard procedure of crediting a developer for 70% of the cost for a four lane paved curb and gutter road with a roadway storm sewer, we find that a credit in the amount of \$188,441.17 (ONE HUNDRED AND EIGHTY-EIGHT THOUSAND FOUR HUNDRED AND FORTY-ONE DOLLARS AND SEVENTEEN CENTS) should be considered by Council against the Major Road Improvement Levy for Plan T-84024.

RECOMMENDATION:

That the Financial Agreement for Plan T-84024 located south of Eglinton Avenue West and east of Mavis Road indicate that a credit of \$188,441.17 (ONE HUNDRED AND EIGHTY-EIGHT THOUSAND FOUR HUNDRED AND FORTY-ONE DOLLARS AND SEVENTEEN CENTS) is to be afforded to Kee Group Inc.

T-84024

RECOMMEND ADOPTION

5. Report dated June 6, 1986, from the Commissioner of Engineering & Works in response to a request to waive Condition 6b of Schedule C of the Servicing Agreement for Central Erin Mills - Neighbourhood 201A, Plan 43M-548, located south of Eglinton Avenue West and east of Erin Mills Parkway. The design consultant for the Chasewood Townhomes (S.P. 104-86) have requested that the City waive Condition 6b in Schedule C of the Servicing Agreement which states that:

"No development will be permitted within Block 64 except as a part of the development of the remainder of the hospital ancillary block, and then only for use as parking and landscaping, with no buildings or structures permitted thereon."

Block 64 is located adjacent to the Quenippenon Brook (Block 62) and was to be developed in conjunction with the hospital ancillary block at the southeast corner of Credit Valley Road and Eglinton Avenue West. A small portion of the east end of Block 64 was not required for hospital ancillary useage and has been included in the Chasewood Townhomes project situated on the south side of Eglinton Avenue between the hospital ancillary block and The Chase.

The Credit Valley Conservation Authority have indicated that they would not object to the approval of this site plan provided detailed grading plans for the proposed townhouses indicating existing and proposed grades be prepared to the satisfaction of that authority.

RECOMMENDATION:

That Condition 6b of Schedule C of the Servicing Agreement for Central Erin Mills - Neighbourhood 201A, Plan 43M-548, located south of Eglinton Avenue West and east of Erin Mills Parkway, be waived subject to receipt of grading plans satisfactory to the Credit Valley Conservation Authority.

B.06.548.02

RECOMMEND ADOPTION

6. Report dated June 10, 1986, from the Commissioner of Engineering & Works with respect to the naming of the street in front of the Civic Centre as City Centre Drive. The address for the Civic Centre would be 300 City Centre Drive and the address for the Central Library, etc. on the south half of the parcel would be 301.

RECOMMENDATION:

That the report dated June 10, 1986, from the Commissioner of Engineering and Works with respect to the municipal address for the Civic Centre be received.

C.05.01

RECOMMEND RECEIPT

7. Report dated June 5, 1986, from the Commissioner of Engineering & Works in response to the proposed street name Gottardo Court. The submission was reviewed by the Region of Peel Street Names Committee on June 4, 1986 and approved.

RECOMMENDATION:

That "GOTTARDO COURT" be approved for use as a street name in proposed Plan of Subdivision T-78051, Gottardo Properties.

T-78051

RECOMMEND ADOPTION

8. Report dated June 10, 1986, from the Commissioner of Engineering & Works with respect to the proposed closure of Eglinton Avenue between Erin Mills Parkway and Winston Churchill Boulevard (Central Erin Mills Neighbourhoods 210/211), between August 4 and October 31, 1986, to allow for extensive road works and servicing for Erin Mills Neighbourhoods 210/211.

Local access will be maintained to accommodate the existing properties on Eglinton Avenue.

The installation of advance notification signs is scheduled for early July, with the appropriate detour signs being erected prior to the actual closure.

The Engineering Department has no objection to this request subject to the satisfaction of the usual road closure conditions.

RECOMMENDATION:

- (a) That the Proctor and Redfern Group be granted permission to close Eglinton Avenue between Erin Mills Parkway and Winston Churchill Boulevard between August 4 and October 31, 1986 subject to the following conditions.

June 25, 1986

- (i) Completion of a road closure permit at least five days prior to the closure date;
 - (ii) Proof of liability insurance in the amount of at least two million dollars naming the City as co-insured;
 - (iii) Notification of all agencies including Mississauga Transit, Fire and Police, Central Ambulance, School Boards and the Region of Peel Engineering Department;
 - (iv) Notification of all residents of this portion of Eglinton Avenue, in writing, at least five days prior to the closure, including names and phone numbers of appropriate contacts;
 - (v) That the installation and maintenance of all signs be the responsibility of the applicant.
- (b) That a by-law be enacted authorizing the temporary closure of Eglinton Avenue between Erin Mills Parkway and Winston Churchill Boulevard.

F.02.04.03

RECOMMEND ADOPTION

9. Report dated June 17, 1986, from the Commissioner of Engineering & Works with respect to the proposed temporary closure of Verbena Road at Tomken Road requested by The Westwood Drain Company Ltd., under contract with the Ministry of Environment to install a 1500 mm pressure watermain along the west boulevard of Tomken Road.

In order to safely cross the intersection of Verbena Road and Tomken Road, the contractor has requested permission to close this intersection to accommodate the required 7 meter deep by 4 meter wide trench, the large pipe and the construction machinery.

Since alternate access to all local establishments is available via Meyerside Drive/Kestrel Road/Britannia Road, this department would not object to this temporary closure.

Due to current strikes by various construction worker unions, the exact dates for this closure cannot be specified. The work will however require at least three days, and perhaps five, closure to complete.

In the near future, the contractor will also be crossing Meyerside Drive and Courtney Park Drive, and has requested similar closures. However, due to the importance of these intersections and the limited detour availabilities around these intersections, we cannot support full road closures. We do recognize the difficulty the contractor will experience, and in this regard we will attempt to accommodate the restricting of traffic through these intersections. Arrangements are underway with respect to the temporary relocation of various traffic signal hardware.

RECOMMENDATION:

- (a) That the Westwood Drain Company Ltd., be granted permission to temporarily close Verbena Road at Tomken Road for a maximum of five days during the project time limits depending on the duration of the current strikes.
- (b) That the Westwood Drain Company Ltd., not be granted permission to close Meyerside Drive nor Courtney Park Drive at Tomken Road in conjunction with this project.
- (c) That a by-law be passed authorizing the temporary closure of Verbena Road at Tomken Road for a maximum of five days within the project time limits.

F.02.04.03

RECOMMEND ADOPTION

10. Report dated June 16, 1986, from the Commissioner of Engineering & Works with respect to the temporary closure of Tenth Line West July 27, 1986 and August 17, 1986. Mr. Jim Mihell, Union Gas, has requested permission to close Tenth Line West between Aquitaine Avenue and Derry Road between the hours of 7:00 a.m. and 7:00 p.m. on two separate days, Sunday, July 27 and Sunday, August 17, 1986.

The closures are required to replace two existing gas mains in order to satisfy the new requirements as set out by the Ontario Energy Board. In view of the complexity of the work, two separate closings are necessary.

Engineering staff have reviewed the proposal on site with personnel from Union Gas, and with Councillor Southorn, and have concluded that Sunday work between the hours of 7:00 a.m. and 7:00 p.m. would be ideal.

The applicant will be responsible for all on-site closure signage including detours, other than advance notification signs which will be erected by the Engineering Department.

The Engineering Department has no objection to the closures subject to the usual conditions for road closures.

RECOMMENDATION:

- (a) That permission be granted to Union Gas to close Tenth Line West between Aquitaine Avenue and Derry Road on Sunday, July 27, 1986 and on Sunday, August 17, 1986 between the hours of 7:00 a.m. and 7:00 p.m. subject to the following conditions:
 - (i) Completion of road closure permits with the Engineering Department at least five days prior to the events.
 - (ii) Proof of liability insurance in the amount of at least two million dollars naming the City as co-insured.
 - (iii) Re-instatement of the road allowance to its original condition.
 - (iv) That the applicant erect and maintain all road closure and detour signs, placed in accordance with the requirements of the M.T.C. Traffic Control Manual for Roadway Work Operations.
- (b) That a by-law be passed to authorize the temporary closures of Tenth Line West between Aquitaine Avenue and Derry Road

F.02.04.03

RECOMMEND ADOPTION

- 11. Report dated June 17, 1986, from the Commissioner of Engineering & Works in response to a request from Sue Cunningham on behalf of the residents of the new portion of Vista Boulevard have requested permission to close this portion of roadway for the purpose of a street party on Saturday, July 12, 1986 between the hours of 2:00 p.m. and 1:00 a.m. (July 13). A petition has been submitted with the approval of greater than two thirds of the abutting residents.

This is the second year for this event, and since it was completed problem-free last year, the Engineering Department has no objections to this year's closure subject to the usual conditions for special events.

RECOMMENDATION:

- (a) That Sue Cunningham and the residents of Vista Drive be granted permission to close a portion of Vista Drive for a street party on Saturday, July 12 between the hours of 2:00 p.m. and 1:00 a.m. on July 13, subject to the following conditions:
 - (i) That a road closure permit be completed with the Engineering Department at least five days prior to the event.
 - (ii) That a "hold harmless" agreement be signed with the City stating that the applicant is responsible for their own liability incurred as a result of their activities.
 - (iii) That the applicant obtain and return, at their own expense, road closed signs, as deemed necessary by this department.
- (b) That a by-law be passed authorizing the temporary closure of a portion of Vista Drive on Saturday, July 12 and Sunday July 13, 1986.

F.02.04.04

RECOMMEND ADOPTION

12. Report dated June 3, 1986, from the Commissioner of Engineering & Works in response to a request from the area representative, Councillor David Culham, acting on behalf of the Glensharon Community, to look into several traffic related matters in this community. These matters have been reviewed and are summarized in the report.

RECOMMENDATION:

- (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of an all-way stop at Avongate Drive and Brigantine Avenue as warrants are met on a volume basis.

- (b) That the Peel Regional Police be requested to continue enforcement of the existing speed limits, particularly on Rosemary Drive.
- (c) That no parking 8:00 a.m. to 6:00 p.m., Monday to Friday, signs be erected on Avongate Drive, adjacent to the park, both sides.
- (d) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking from 8:00 a.m. to 6:00 p.m., Monday to Friday, on the west side of Rosemary Drive from Nikanna Road to Sami Street.
- (e) That no parking anytime, fifteen metre corner restrictions be erected at Rosemary Drive/Sami Street, Rosemary Drive/Brigantine Avenue, and Rosemary Drive/Nikanna Road.
- (f) That the Glensharon Community Association, The Peel Board of Education and The Dufferin-Peel Roman Catholic Separate School Board, be requested to initiate an educational program on an ongoing basis to inform the community about the hazards of poor driving habits and excessive speeds.

F.06.04.05

RECOMMEND ADOPTION

13. Report dated June 10, 1986, from the Commissioner of Engineering & Works regarding traffic control at the intersection of Birchwood Drive/ Lorne Park Road/Glen Road.

At a public meeting involving residents of the White Oaks Community, the issue of traffic control at the intersection of Birchwood Drive/Lorne Park Road/Glen Road was raised. The residents feel that steps should be taken to improve the level of safety within the area of the intersection.

Although there are only nine homes on Glen Road, the residents feel that the existing northbound 'Yield' sign on Glen Road is not sufficient control. Prior to the summer of 1983, Birchwood Drive was controlled by a 'Yield' sign, however, at the request of former Ward 2 Councillor M. Marland, this was changed to the current sign on Glen Road.

The Engineering Department has reviewed the intersection and although traffic volumes on Glen Road are very light, and no reportable collisions have occurred at the intersection since January 1979, in view of the limited sight lines we would have no objection in changing the northbound 'Yield' sign to a 'Stop' sign. In conjunction with this, it is recommended that a stop bar be painted for northbound Glen Road as well as a short stretch of yellow centreline for additional motorist assistance within the intersection.

RECOMMENDATION:

- (a) That the existing northbound 'Yield' sign on Glen Road be changed to a 'Stop' sign.
- (b) That a northbound stop bar on Glen Road as well as a short stretch of yellow centreline be painted to improve the level of safety within the intersection.
- (c) That a by-law be passed to authorize the change in control from a 'Yield' to 'Stop' sign on Glen Road.

F.06.04.05

RECOMMEND ADOPTION

14. Report dated June 16, 1986, from the Commissioner of regarding 'Yield' signs at the intersections of Central Parkway East with Bloor Street and Cliff Road North.

This department has observed that a 'Yield' sign is required for the northbound to eastbound movement of Cliff Road North and Central Parkway East, and that a 'Yield' sign is in place but not required for the northbound to eastbound movement of Central Parkway East and Bloor Street, in accordance with the regulations of the Highway Traffic Act.

In accordance with the Highway Traffic Act, since the northbound lane of Cliff Road North is not continuous, and does not become the eastbound curb lane of Central Parkway East, then motorists must yield right-of-way prior to entering Central Parkway East. Therefore a 'Yield' sign is required.

June 25, 1986

In the latter case, since the northbound slip-off lane of Central Parkway East is continuous and becomes the eastbound curb lane of Bloor Street, then motorists are not required to yield right-of-way, and a 'Yield' sign is not required.

In previous correspondence with the Peel Regional Police, these observations, as well as our recommendations, have been supported.

Currently, a westbound to northbound 'Yield' sign for Bloor Street and Central Parkway East is in place, and a by-law amendment is also required for this sign, as there are no listings in Schedule 12 for any of these 'Yield' signs.

RECOMMENDATION:

- (a) That a 'Yield' sign be erected for the northbound to eastbound movement of Cliff Road North and Central Parkway East.
- (b) That the existing 'Yield' sign for the northbound to eastbound movement of Central Parkway East and Bloor Street be removed.
- (c) That a by-law be passed authorizing the installation and removal of 'Yield' signs at Cliff Road North and Central Parkway East, and Central Parkway East and Bloor Street respectively.

F.06.04.05

RECOMMEND ADOPTION

15.

Report dated June 16, 1986, from the Commissioner of Engineering & Works regarding a parking prohibition on Central Parkway West at the C.P.R. spur line. In connection with the application by the City to the Canadian Transport Commission with respect to the proposed "anti-whistling" By-law, a number of conditions require fulfillment. One of these conditions is the prohibiting of parking on Central Parkway West, within 60 meters each side of the railway spur line.

Although train traffic on the spur line is very minimal, the trains are still required by law to whistle prior to crossing unless the train movements are guided by a 'flag' crew. In order to ensure proper unobstructed sight lines for the 'flag' crews, parking within 60 meters of the rail line is to be prohibited.

Since parking is currently prohibited on the north side of Central Parkway West (formerly Gillian Street) this additional prohibition is only required on the south side.

In view of the current listing for Gillian Street, and in conjunction with the completion and name change to Central Parkway West, an amendment to By-law 444-79 is also required for the existing north side parking prohibition.

RECOMMENDATION:

That parking be prohibited on the south side of Central Parkway West within 60 meters each side of the C.P.R. spur line; and that a by-law be passed to authorize this parking prohibition.

F.06.04.02

RECOMMEND ADOPTION

16. Report dated May 30, 1986, from the Commissioner of Engineering & Works in response to a request from Councillor Culham that parking be prohibited on both sides of The Credit Woodlands between Dundas Street and the south leg of Ballyclare Drive.

Apparently overflow visitors parking from the condominium at the northeast corner of Dundas Street is congesting this area of The Credit Woodlands.

This department has reviewed the area and concur with the Councillor. However, based on the number of vehicles parked on Ballyclare Drive, we would also recommend the installation of 15 meter 'No Parking' corner restrictions on the south leg of Ballyclare Drive.

Since there are listings currently within By-law 444-79 prohibiting parking on The Credit Woodlands as well as within 15 meters of a non-signalized intersection, amendments to the by-law are not required.

RECOMMENDATION:

- (a) That 'No Parking Anytime' signs be erected on both sides of The Credit Woodlands between Dundas Street and the south leg of Ballyclare Drive.
- (b) That 'No Parking Anytime' signs be erected on both sides of the south leg of Ballyclare Drive within 15 meters of The Credit Woodlands.

F.06.04.02

RECOMMEND ADOPTION

17. Report dated June 11, 1986, from the City Solicitor with respect to the Release and Abandonment of a temporary easement on Plan 43M-475, Alcester Investments Limited Industrial Subdivision, Pacific Gate and Pacific Circle. The Servicing Agreement required a 6 metre wide temporary emergency access road easement across Blocks 10, 11, 20 and 21 until the road pattern was completed by the development of the adjacent lands which has now occurred.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Release and Abandonment of a temporary easement in favour of The Corporation of the City of Mississauga registered on March 25, 1983, as Instrument No. 411449 over part of Blocks 10, 11, 20 and 21, Plan 43M-475 being Parts 10, 11, 12 and 13 Plan 43R-10542.

B.06.475.02

RECOMMEND ADOPTION

June 25, 1986

18. Report dated June 5, 1986, from the Commissioner of Building, Zoning and Licensing in response to a letter dated December 19, 1985, from Mr. Nelson G. Scott, suggesting that no smoking signs be posted in all public offices such as dentists, doctors, chiropractors, etc. and the scale of fines increased such that the minimum fine is no less than \$1,000.00. Section 28 of By-law 445-79 provides for a fine of not more than \$1,000.00, exclusive of costs, upon conviction of any person found in contravention of the provisions of the by-law. The penalty imposed by the by-law is reasonable one and should not be changed. Furthermore, considering the limited manpower resources and the City wide obligations as far as the enforcement of all the other by-laws are concerned, the Building Department is not in a position to initiate a systematic program for enforcement of no smoking signs in offices. However, the Officers will followup on any specific complaints received.

RECOMMENDATION:

That no changes be made to Section 28 of the "No Smoking" By-law 445-79 which provides on summary conviction for a fine of not more than \$1,000.00 exclusive of costs and that any specific complaints with respect to the lack of "No Smoking" signs in the offices of dentists, doctors, chiropractors and other professionals, be referred to the By-law Enforcement.

L.07.01

RECOMMEND ADOPTION

19. Report dated June 6, 1986, from the Commissioner of Building, Zoning and Licensing in response to a letter dated April 16, 1986, from Mrs. Betty Porteous of 3449 Clanfield Crescent, Mississauga, for relief from the Fence By-law Restriction as the fence measured 8 ft. high, 1 ft. 5 ins. above the 6 ft. 7 ins. restriction. Mrs. Porteous explained that the fence was to provide privacy from a neighbour's raised patio deck and an unsightly dog kennel in the rear yard.

June 25, 1986

RECOMMENDATION:

That Mrs. Betty Porteous of 3449 Clanfield Crescent, Mississauga, be permitted to maintain a 20 ft. section of the fence between the property line of 3443 Clanfield Crescent at a height of 8 ft.

L.05.01

RECOMMEND ADOPTION

20. Report dated June 17, 1986, from the Commissioner of Building, Zoning and Licensing with respect to an amendment to Schedule "A" of the Plumbing By-law 190-76 required due to staff changes.

RECOMMENDATION:

That a by-law be enacted to amend Plumbing By-law No. 190-76, as amended, to reflect changes in staff in Schedule "A".

L.07.01.02

RECOMMEND ADOPTION

21. Report dated June 17, 1986, from the Commissioner of Building, Zoning and Licensing with respect to an amendment to Schedule "A" of By-law 115-76, being a by-law pursuant to The Building Code Act, to reflect staff changes.

RECOMMENDATION:

That a by-law be enacted to amend By-law No. 115-76, being a by-law pursuant to The Building Code Act to reflect staff changes.

L.07.01.02

RECOMMEND ADOPTION

22. Report dated June 4, 1986, from the Commissioner of Building, Zoning and Licensing with respect to a Housekeeping Agreement required for Mississauga Executive Enterprises Limited the owner of premises known municipally a 3 Robert Speck Parkway required as a condition of building permit application.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Housekeeping Agreement dated April 11, 1986, between The Corporation of the City of Mississauga and Mississauga Executive Enterprises Limited for 3 Robert Speck Parkway.

B.01.04

RECOMMEND ADOPTION

23. Report dated June 4, 1986, from the Commissioner of Building, Zoning and Licensing with respect to a Housekeeping Agreement required for Richvalley Construction Limited the owner of premises known municipally a 284 Watline Avenue required as a condition of building permit application.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Housekeeping Agreement dated March 13, 1986, between The Corporation of the City of Mississauga and Richvalley Construction Limited for 284 Watline Avenue.

B.01.04

RECOMMEND ADOPTION

24. Report dated June 4, 1986, from the Commissioner of Building, Zoning and Licensing with respect to a Housekeeping Agreement required for Maingate Investments Limited the owner of premises known municipally a 274 Watline Avenue required as a condition of building permit application.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Housekeeping Agreement dated March 13, 1986, between The Corporation of the City of Mississauga and Maingate Investments Limited for 274 Watline Avenue.

B.01.04

RECOMMEND ADOPTION

25. Report dated June 4, 1986, from the Commissioner of Building, Zoning and Licensing with respect to a Housekeeping Agreement required for R.R.T.N. Holdings Company Limited the owner of premises known municipally as 264 Watline Avenue required as a condition of building permit application.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Housekeeping Agreement dated March 13, 1986, between The Corporation of the City of Mississauga and R.R.T.N. Holdings Company Limited for 264 Watline Avenue.

B.01.04

RECOMMEND ADOPTION

26. Report 4-86 of the Public Vehicle Authority meeting held on June 10, 1986.

A.03.04.01

RECOMMEND ADOPTION



CITY OF MISSISSAUGA

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 000

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

June 10, 1986.

OPERATIONS/WORKS JUN 25 1986

SUBJECT: Site Plan Conditions - St. Ignatius Loyola Catholic Church (S.P. 412-85). Report Request 72-86.

SOURCE: Letter from Rev. D.M. O'Neill.

COMMENTS: A letter from Rev. D.M. O'Neill, dated March 19, 1986 was sent to Councillor Mahoney requesting relief from a site plan condition requiring the applicant to pay the costs for construction of a left turn lane on Burnhamthorpe Road. The estimated cost of this left turn lane is \$15,000.00.

The subject site is located on the south side of Burnhamthorpe Road west of South Common Court. Burnhamthorpe Road in this area is a two lane road with left turn lanes at Glen Erin Drive and at South Common Court.

The architect for the church contacted the Engineering and Works Department early in 1985 and presented a preliminary site plan. It was requested by the applicant that an access be permitted to Burnhamthorpe Road. It was indicated that an access would be permitted, however, a left turn lane on Burnhamthorpe Road would be required. It was further indicated that the access may be restricted to right-in/right-out in the future when Burnhamthorpe Road is reconstructed. Also, the existing one foot reserve would have to be lifted by Council.

A site plan was circulated by the Planning Department under file S.P. 412-85. The site plan was considered at the December 27, 1985 Site Plan Committee at which time the requirement for the left turn lane was formally indicated by the Engineering and Works Department. The site plan is currently being recirculated for consideration at the June 12, 1986 Site Plan Committee.

Briefly, it is proposed that the church be constructed adjacent to Burnhamthorpe Road with one access to Burnhamthorpe Road and a second access point, by way of the existing school, to South Common Court.

.../2

The interconnection via the school will allow for shared parking between the church and the school as well as to provide additional access for both the church and for the school which currently has access via South Common Court.

Rev. O'Neill cites two reasons in support of his request for relief from the condition that a left turn lane be constructed on Burnhamthorpe Road:

1. It seems a shame for the church to have to spend the sum of \$15,000.00 that would ultimately be wasted when Burnhamthorpe Road is to be widened in the not too distant future.
2. Since the work that is required by the Engineering Department is not solely for the people of St. Ignatius Loyola Parish, but for the benefit of all the Community, we feel that all should share equally in its cost."

We have reviewed these points and have the following comments:

1. The left turn lane requirements have been kept to the bare minimum recognizing the future reconstruction of Burnhamthorpe Road. The existing roadway is constructed with the north curb line in the ultimate position. The widening for the left turn lane is to the south and will not necessarily be lost when Burnhamthorpe Road is widened to the south.

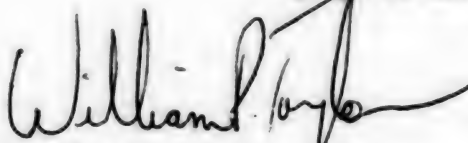
There was a suggestion that the access to the church be restricted to a right-in/right-out access at this time by construction of a centre island. The Engineering Department had reviewed this suggestion and indicated that these works would have cost \$60,000 and would not be salvaged with the future widening of Burnhamthorpe Road.

With regard to the reconstruction of Burnhamthorpe Road between Erin Mills Parkway and Winston Churchill Boulevard this project was proposed for 1993, however, it has been deferred to 1994 in the current 1986-1995 Capital Budget. Based on this timing we do not feel that it is unreasonable to require the construction of a minimum left turn lane in support of the requested access.


2. The construction of a left turn lane on Burnhamthorpe Road is required in support of a requested access to a two lane facility. The access is of benefit to the church and as such it is a site specific improvement

1(b)

RECOMMENDATION: That the site plan condition placed on S.P. 412-85, St. Ignatius Loyola Catholic Church, for the construction of a left turn lane on Burnhamthorpe Road in support of a proposed access, not be waived.



William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department.


DWT/dab
0487E

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Z-24



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

ST. IGNATIUS LOYOLA
CATHOLIC CHURCH

SP. 412-85

Z-18

St. Ignatius Loyola Church

3351 Folkway Drive
MISSISSAUGA - ONTARIO
L5L 2E3

1(d)

RECEIVED

OPERATIONS/WORKS

JUN 25 1986

2350

APR 4 1986

C.O.I. 03

Mr. S. Mahoney
Councillor, Ward 8
City of Mississauga
1 City Centre Dr.
Mississauga, Ont.
L5B 1M2

March 19th, 1986

RECEIVED

MAR 23 1986

COUNCILLORS

Dear Steve:

As you are aware, St. Ignatius Loyola Parish will shortly begin construction of its new Church in Erin Mills. In this regard, one of the requirements of the Engineering Department of the City of Mississauga is that we are required to do some road works on Burnhamthorpe Rd. at an estimated cost to the Church of \$15,000.00.

On behalf of the 1800 families of the Parish of St. Ignatius Loyola, I would request that the City of Mississauga would waive this requirement for the construction of the Church for the following reasons:

1. It seems a shame for the Church to have to spend the sum of \$15,000.00 that would ultimately be wasted when Burnhamthorpe Rd. is to be widened in the not too distant future.
2. Since the work that is required by the Engineering Department is not solely for the people of St. Ignatius Loyola Parish, but for the benefit of all the Community, we feel that all should equally share in its cost.

Thank you in advance for your consideration in this matter.

Sincerely yours,

(Rev.) D.M. O'Neill
Pastor.



CITY OF MISSISSAUGA

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00015

To: Chairman and Members of
Dept. Operations and Works Committee.

From: William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

May 30, 1986.

JUN 25 1986

OPERATIONS/WORKS

SUBJECT: Report Request 129-85. Coroner's Jury Verdict, Inquest into death of Pasquale Spiniello.

SOURCE: Letter from Dr. Ross C. Bennett, M.D., Chief Coroner for Ontario.

COMMENTS: The City is in receipt of a letter dated May 13, 1986 from Dr. Ross C. Bennett, M.D., Chief Coroner for Ontario, concerning the Verdict of Coroner's Jury resulting from the inquest into the death of Pasquale Spiniello.

Mr. Pasquale Spiniello died on August 23, 1986. Mr. Spiniello had been thrown from a "fast moving car" which failed to negotiate a turn in Stavebank Road, north of Paisley Boulevard.

The Coroner's Jury made 12 recommendations with one recommendation being related to the City of Mississauga. The results of the Coroner's Jury are attached to this report. Recommendation 12 is the only recommendation related to the City:

- "12. An "S curve" sign should be posted prior to the S curve on Stavebank Road, near Paisley Boulevard and the road should have centre markings."

Following the accident the Traffic Section of the Engineering Department reviewed indepth the S curve and the surrounding area. We have the following comments concerning the 'S' curve.

1. The subject 'S' curve in Stavebank Road has been in place since 1979 and was constructed to provide an access for the small residential area north of Paisley Boulevard after the realignment of Mavis Road. This was, until 1985, the only connection to the residential area and as such no traffic counts were conducted. However, the roadway serves a very limited area and, as such, it is a local road. A search of accident statistics indicated no previous accidents since 1979.
2. The speed limit is the statutory 50 km/h.

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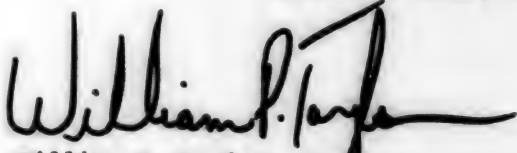
3. The existing signing at the curve consists of checkerboard signs for northbound and southbound traffic as well as several chevron type signs mounted on 8" x 8" guide posts which are installed around the curve for both directions. While street lighting is located in the area, all signs are retro-reflective.


The signing is, in our opinion, adequate based on the nature of the road and the signing is quite visible to identify the curve adequately in advance of the curve for motorists to slow down to properly negotiate the curve.

The Coroner's Jury recommended that advance signs be installed in advance of the curve and that a centreline be installed.

Based on our review of the area we do not feel that there is a need for advance signing or a centreline, however, in view of the Coroner's recommendation, the Engineering Department will erect advance signs and install a centreline through the curve.

RECOMMENDATION: That the Engineering and Works Department install advance curve warning signs and a centreline through the 'S' curve on Stavebank Road, north of Paisley Boulevard.


William P. Taylor, P.E.,
Commissioner,
Engineering and Works Department.

T/dab
227E



3

MEMORANDUM

FILE: 16 111 84203
11 141 00010

To: Mayor and Members of Council 4265 from W. P. Taylor, P.Eng.
Dept. JUN 19 1986 Engineering & Works

T-76037

June 12, 1986

OPERATIONS/WORKS JUN 25 1986

SUBJECT : Reduction of Major Road Improvement Levy to be granted to the developer for the proposed residential subdivision known as River Grove Subdivision - Phase I, T-76037 located west of Creditview Road and north of McCaugherty Road (see sketch attached).

SOURCE : Engineering and Works Department.

COMMENTS : This phase of the residential plan of subdivision is proposed on lands north of McCaugherty Road and west of Creditview Road. Under the standard Financial Agreement, the developer would be responsible for payment of a Major Road Improvement Levy in the amount of \$825,283.54 (EIGHT HUNDRED AND TWENTY FIVE THOUSAND TWO HUNDRED AND EIGHTY THREE DOLLARS AND FIFTY FOUR CENTS) based on the present rate of \$19,974.00 (NINETEEN THOUSAND NINE HUNDRED AND SEVENTY FOUR DOLLARS) per hectare.

Under the terms of the proposed Servicing Agreement, the developer is responsible for the reconstruction of McCaugherty Road from Creditview Road to the Credit River. This section of road was considered in the calculation of the Major Road Improvement Levy. Based on standard procedure, the developer should receive a credit for 70% of the cost for a four lane curb and gutter road with a roadway storm sewer including intersection improvements. The amount of the credit Council should be considering for Phase I of Plan T-76037 equals \$613,023.03 (SIX HUNDRED AND THIRTEEN THOUSAND AND TWENTY THREE DOLLARS AND THREE CENTS).

continued ...

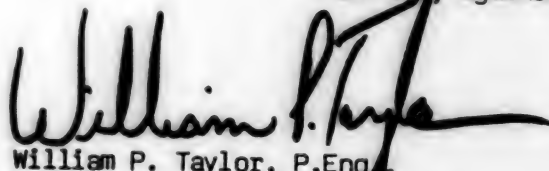
3(a)

SUBJECT :

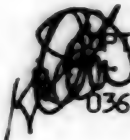
Reduction of Major Road Improvement Levy to be granted to the developer for the proposed residential subdivision known as River Grove Subdivision - Phase I, T-76037 located west of Creditview Road and north of McCaugherty Road (see sketch attached).

RECOMMENDATION :

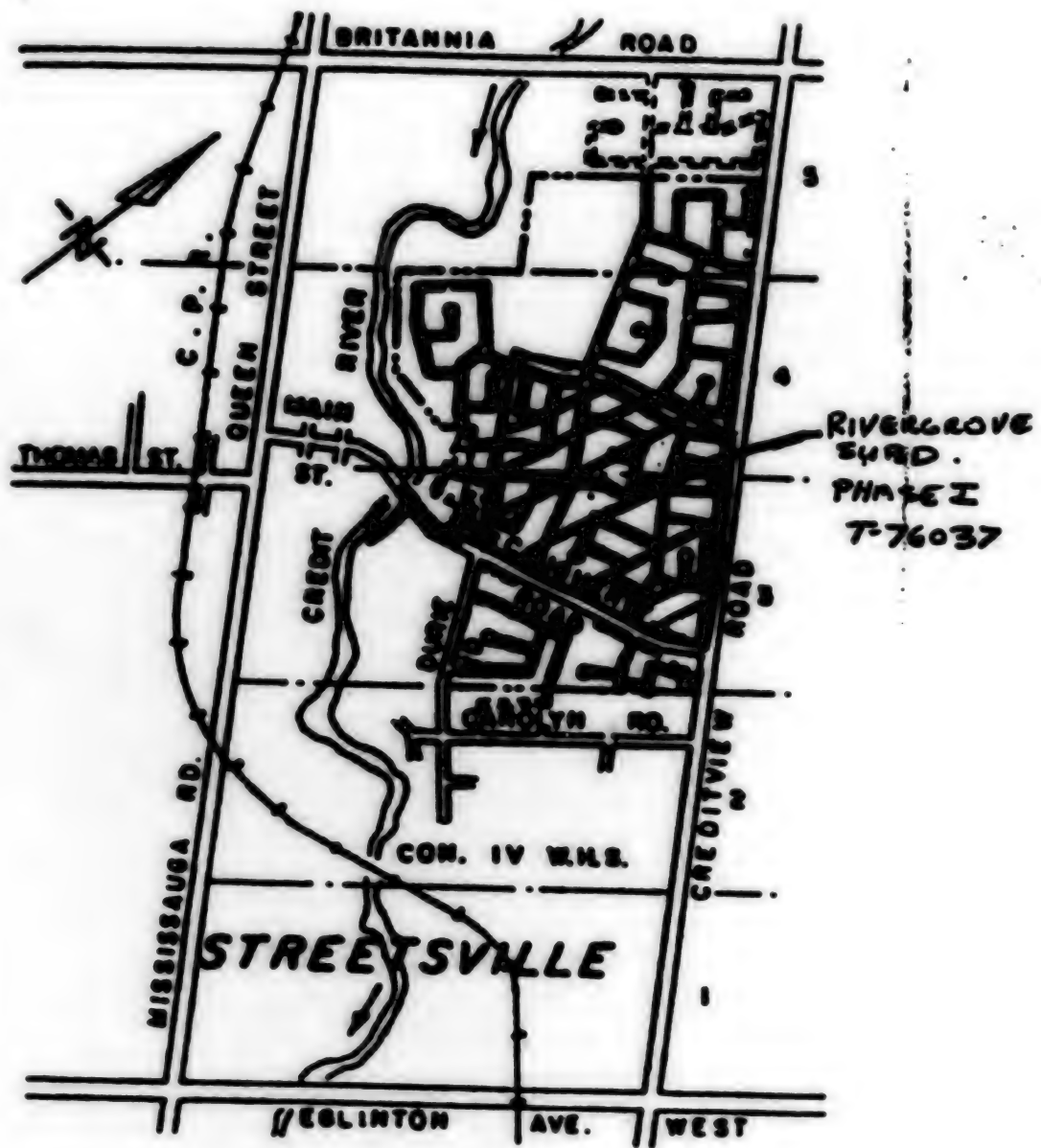
That the Financial Agreement for Phase I of Plan T-76037 located west of Creditview Road and north of McCaugherty Road indicate that a credit of \$613,023.03 (SIX HUNDRED AND THIRTEEN THOUSAND AND TWENTY THREE DOLLARS AND THREE CENTS) is to be afforded to Creditview Estate Homes Limited, 250 Consumers Road, Suite 1102, Willowdale, Ont, M2J 4V6, against the Major Road Improvement Levy.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.

 :jb
0362E/22E

3 W1



KEY PLAN



MEMORANDUM

FILE: 16 111 84225
11 141 00045

4

To: Chairman and Members of
Operations and Works Committee
Dept.:

4266
From

W. P. Taylor, P.Eng.

Engineering & Works

Dept.

T-84024

June 12, 1986

OPERATIONS/WORKS **JUN 25 1986**

SUBJECT :

Reduction of Major Road Improvement Levy to be granted to the developer for the proposed residential subdivision known as Heritage Hills Subdivision (Kee Group Inc.) T-84024 located south of Eglinton Avenue West and east of Mavis Road (see sketch attached).

SOURCE :

Engineering and Works Department.

COMMENTS :

This residential plan of subdivision is proposed on lands south of Eglinton Avenue West and east of Mavis Road. Under the standard Financial Agreement, the developer would be responsible for payment of a Major Road Improvement Levy in the amount of \$514,530.24 (FIVE HUNDRED AND FOURTEEN THOUSAND FIVE HUNDRED AND THIRTY DOLLARS AND TWENTY FOUR CENTS) based on the present rate of \$19,974.00 (NINETEEN THOUSAND NINE HUNDRED AND SEVENTY FOUR DOLLARS) per hectare.

Under the terms of the proposed Servicing Agreement, the developer is responsible for the construction of Huntington Ridge Drive through this plan of subdivision. This section of road was considered in the calculation of the Major Road Improvement Levy. Based on standard procedure of crediting a developer for 70% of the cost for a four lane paved curb and gutter road with a roadway storm sewer, we find that a credit in the amount of \$188,441.17 (ONE HUNDRED AND EIGHTY-EIGHT THOUSAND FOUR HUNDRED AND FORTY-ONE DOLLARS AND SEVENTEEN CENTS) should be considered by Council against the Major Road Improvement Levy for Plan T-84024.

continued ...

41a1

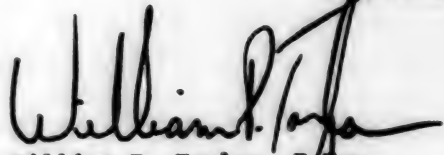
- 2 -

SUBJECT :

Reduction of Major Road Improvement Levy to be granted to the developer for the proposed residential subdivision known as Heritage Hills Subdivision (Kee Group Inc.) T-84024 located south of Eglinton Avenue West and east of Mavis Road (see sketch attached).


RECOMMENDATION :

That the Financial Agreement for Plan T-84024 located south of Eglinton Avenue West and east of Mavis Road indicate that a credit of \$188,441.17 (ONE HUNDRED AND EIGHTY-EIGHT THOUSAND FOUR HUNDRED AND FORTY-ONE DOLLARS AND SEVENTEEN CENTS) is to be afforded to Kee Group Inc. c/o Lipton's Fashionwear Ltd. 29-2 Connell Court, Toronto, Ont, M8Z 5T7, against the Major Road Improvement Levy.



William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

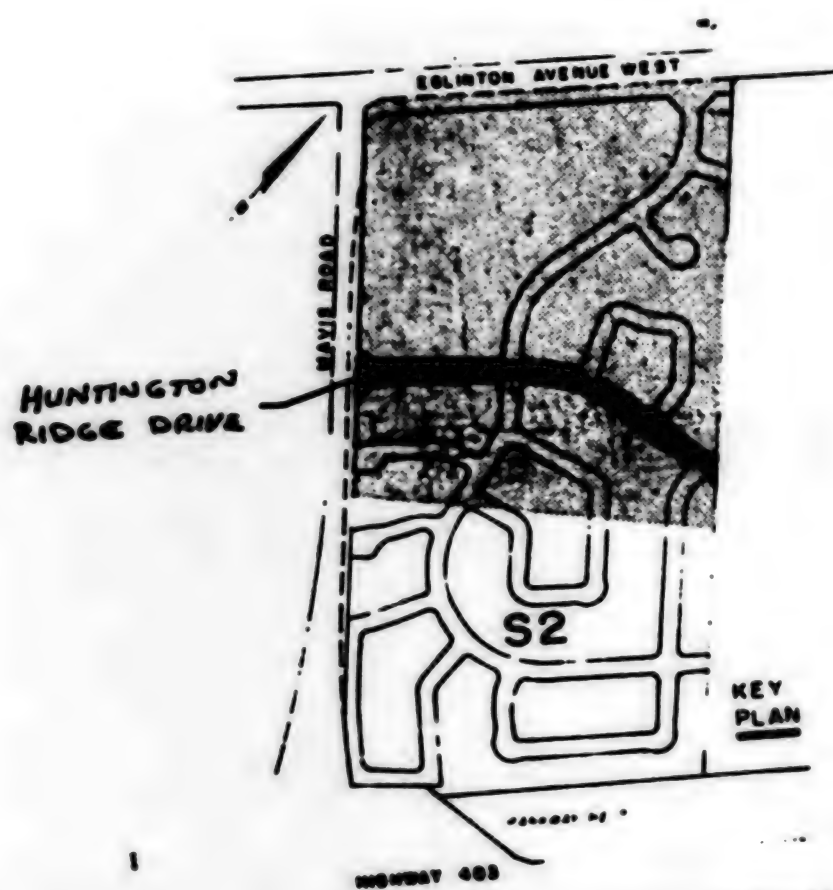
Att.



APT:jb

0362E/22E

H (h)





MEMORANDUM

FILES: 16 111 81222
11 122 86104
16 121 86034
11 141 00045

To Chairman and Members of
Operations & Works Committee
Dept. _____

From William P. Taylor, P.Eng.
Dept. Engineering and Works

JUN 25 1986

June 6, 1986

SUBJECT: OPERATIONS/WORKS
Request to waive Condition 6b of Schedule C of the Servicing Agreement for Central Erin Mills - Neighbourhood 201A, Plan 43M-548, located south of Eglinton Avenue West and east of Erin Mills Parkway (sketch attached).

ORIGIN: Engineering Agreement between Erin Mills Development Corporation, the City of Mississauga and the Region of Peel dated May 28, 1984.

COMMENTS: The design consultant for the Chasewood Townhomes (S.P. 104-86) have requested that the City waive Condition 6b in Schedule C of the Servicing Agreement which states that:

"No development will be permitted within Block 64 except as a part of the development of the remainder of the hospital ancillary block, and then only for use as parking and landscaping, with no buildings or structures permitted thereon."

4267
JUN 19 1986
B.O. 548.02

Block 64 is located adjacent to the Quenippenon Brook (Block 62) and was to be developed in conjunction with the hospital ancillary block at the southeast corner of Credit Valley Road and Eglinton Avenue West. A small portion of the east end of Block 64 was not required for hospital ancillary useage and has been included in the Chasewood Townhomes project situated on the south side of Eglinton Avenue between the hospital ancillary block and The Chase.

The Credit Valley Conservation Authority have indicatd that they would not object to the approval of this site plan provided detailed grading plans for the proposed townhouses indicating existing and proposed grades be prepared to the satisfaction of that authority.

RECOMMENDATION: That Condition 6b of Schedule C of the Servicing Agreement for Central Erin Mills - Neighbourhood 201A, Plan 43M-548, located south of Eglinton Avenue West and east of Erin Mills Parkway, be waived subject to receipt of grading plans satisfactory to the Credit Valley Conservation Authority.

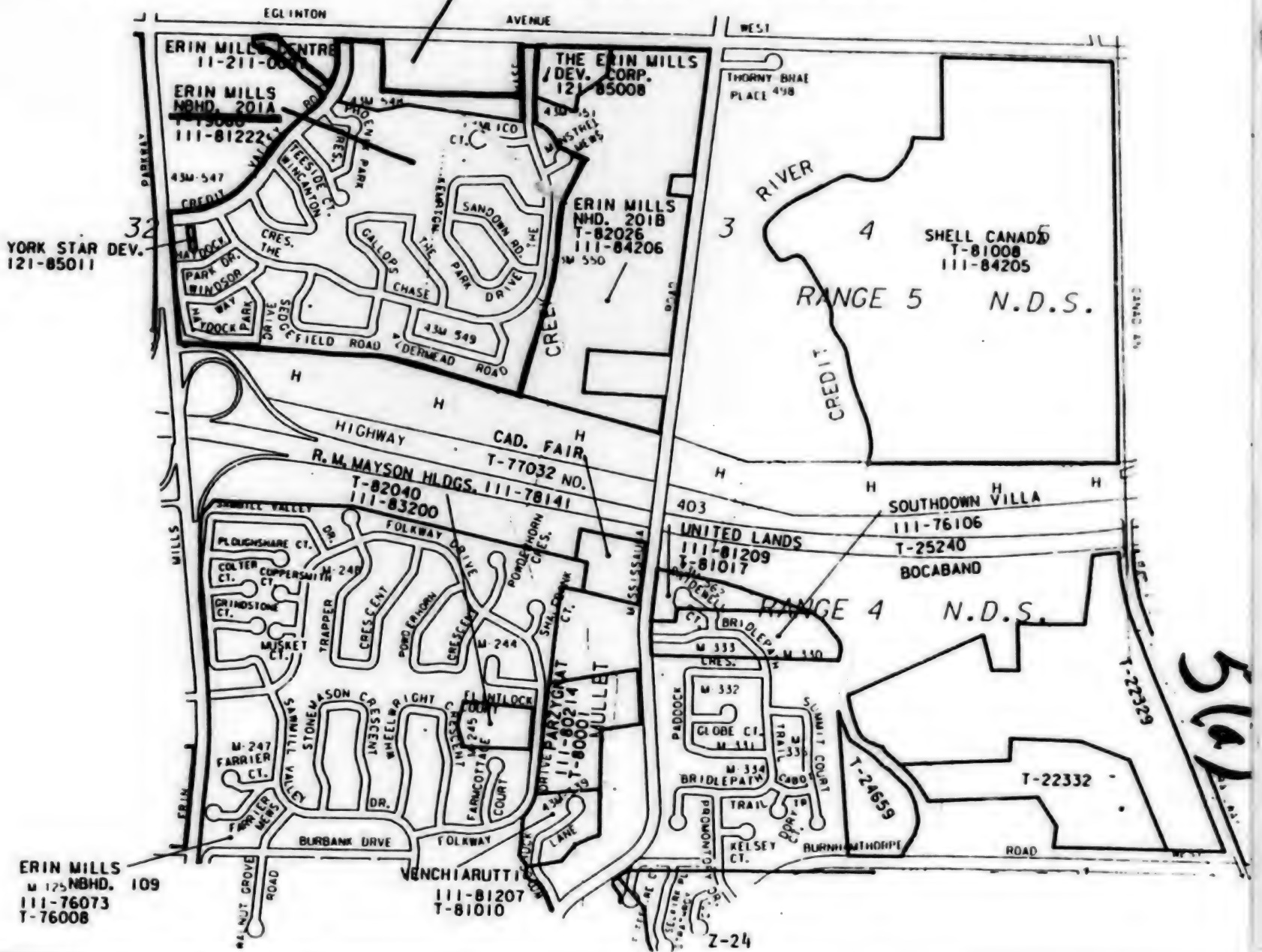
MWB:cds
235E:27E
Attach.

William P. Taylor, P.Eng.
Commissioner

Z-39-E

CHASEWOOD TOWN HOMIES

Z-38-W



**MEMORANDUM**

Files: 11 151 00020
11 211 00019
11 141 00045

To: Chairman and Members of the

From: Wm. P. Taylor, P. Eng.

Operations and Works Committee

Engineering and Works

Dept.

Dept.

4268

JUN 10 1986

OPERATIONS/WORKS

JUN 25 1986

C.D5.01

June 10, 1986

SUBJECT: Municipal Address - New City Hall

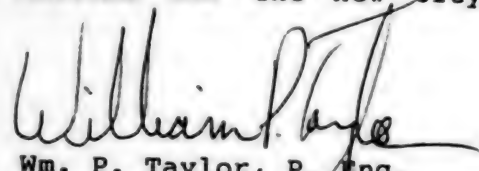
ORIGIN: Engineering and Works Department

COMMENTS: With respect to the naming of the street in front of the new City Hall we suggest that the name be City Centre Drive and therefore City Centre Drive from Hurontario Street to Confederation Parkway would be as shown on the attached sketch.

The address for the new City Hall would be 300 City Centre Drive and the address for the Central Library, etc., on the south half of the parcel would be 301 City Centre Drive.

RECOMMENDATION: That the report dated June 10, 1986, submitted by Wm. P. Taylor, Commissioner of Engineering and Works, with respect to the Municipal address for the new City Hall, be received.





/dw
Attach.
Code 5

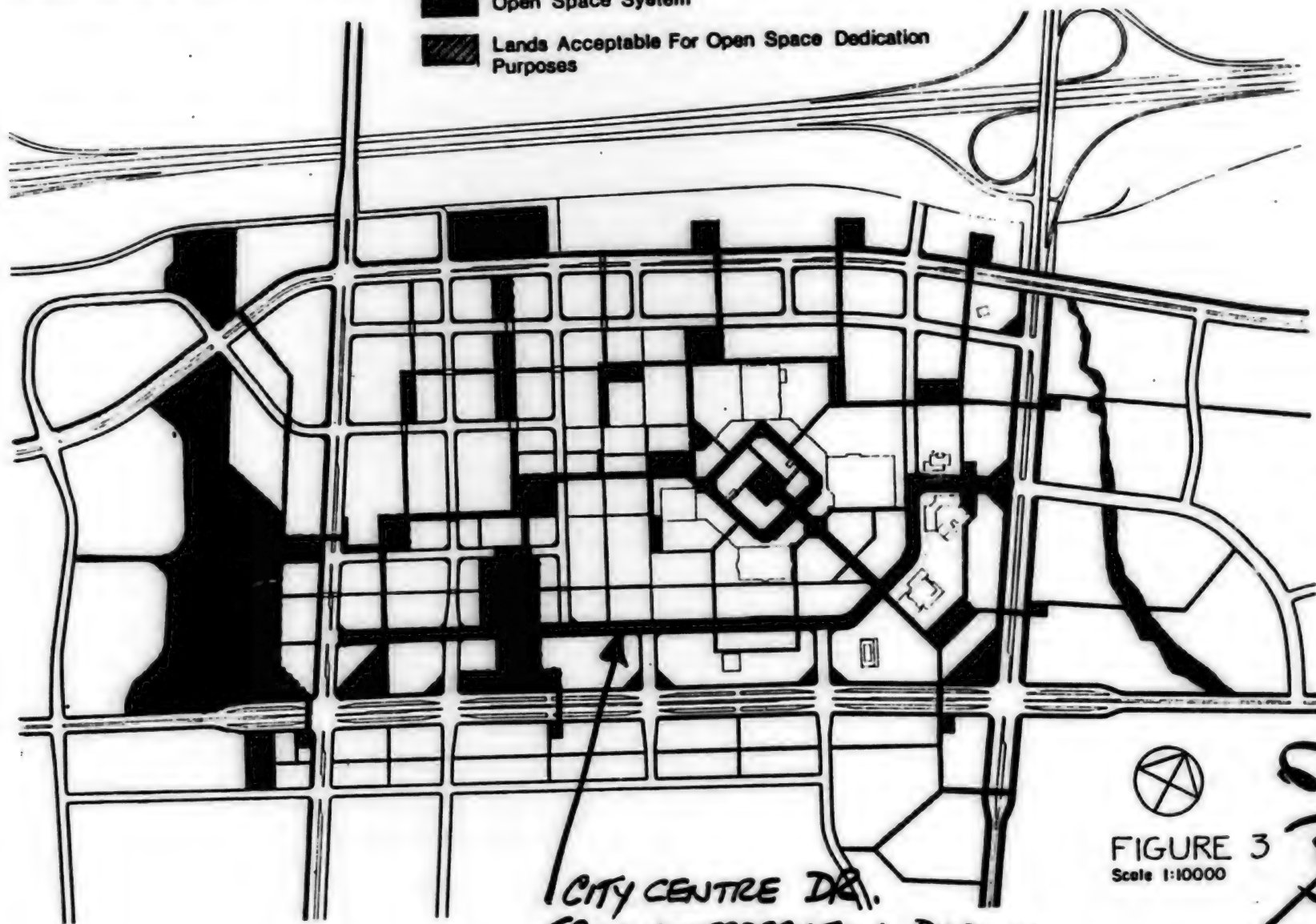

Wm. P. Taylor, P. Eng.
Commissioner
Engineering and Works

A - 281

Appendix F

Open Space Elements

-  Mandatory Grade-Separated Pedestrian Crossings
-  Recommended Grade-Separated Pedestrian Crossings
-  Open Space System
-  Lands Acceptable For Open Space Dedication Purposes



CITY CENTRE DR.
FROM CONFEDERATION PARKWAY
TO HURONTARIO ST.

FIGURE 3
Scale 1:10000

13-9

6 (a)



City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
12 111 00014

To: Chairman and Members of
From: 4269 William P. Taylor, P.Eng.,
Operations and Works Committee. JUN 19 1986 Engineering and Works Dept.
Dept. T-78051

June 5, 1986

OPERATIONS/WORKS JUN 25 1986

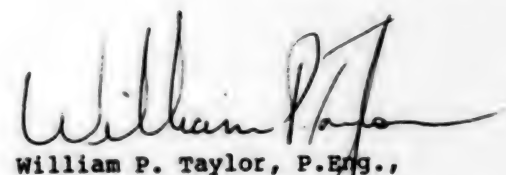
SUBJECT: Proposed Street Name - Gottardo Properties 21T 78051

SOURCE: Engineering and Works Department

COMMENTS: Gottardo Properties submitted the name Gottardo Court for a proposed street name in the above noted subdivision.

The submission was reviewed by the Region of Peel Street Names Committee on June 4, 1986 and Gottardo Court was approved.

RECOMMENDATION: That Gottardo Properties be advised that "GOTTARDO COURT" has been approved for use as a street name in their proposed subdivision 21T 78051.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DWR/dm
0491E

cc: Councillor P. McKechnie

7(a)

Z-43-W

Z-42-W



Z-36-E

Z-43-E



City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00219
13 211 00032

To Chairman and Members of
Operations and Works Committee.
Dept. _____

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

June 10, 1986.

OPERATIONS/WORKS **JUN 25 1986**

SUBJECT: Proposed closure of Eglinton Avenue between Erin Mills Parkway and Winston Churchill Boulevard (Central Erin Mills Neighbourhoods 210/211).

SOURCE: The Proctor and Redfern Group, 45 Green Belt Drive, Don Mills, Ontario, M3C 3K3 (Mr. J.R. Griffin, 445-3600).

COMMENTS: Mr. J.R. Griffin of The Proctor and Redfern Group has requested permission on behalf of the Erin Mills Development Corporation to close Eglinton Avenue between Winston Churchill Boulevard and Erin Mills Parkway between August 4 and October 31, 1986. The purpose of the closure is to allow for extensive road works and servicings for Erin Mills Neighbourhoods 210/211.

Local access will be maintained to accommodate the existing properties on Eglinton Avenue.

The installation of advance notification signs is scheduled for early July, with the appropriate detour signs being erected prior to the actual closure.

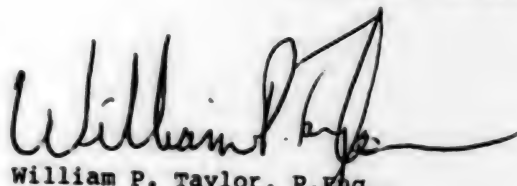
The Engineering Department has no objection to this request subject to the satisfaction of the usual road closure conditions.

- RECOMMENDATIONS:**
1. That the Proctor and Redfern Group be granted permission to close Eglinton Avenue between Erin Mills Parkway and Winston Churchill Boulevard between August 4 and October 31, 1986 subject to the following conditions.

.../2

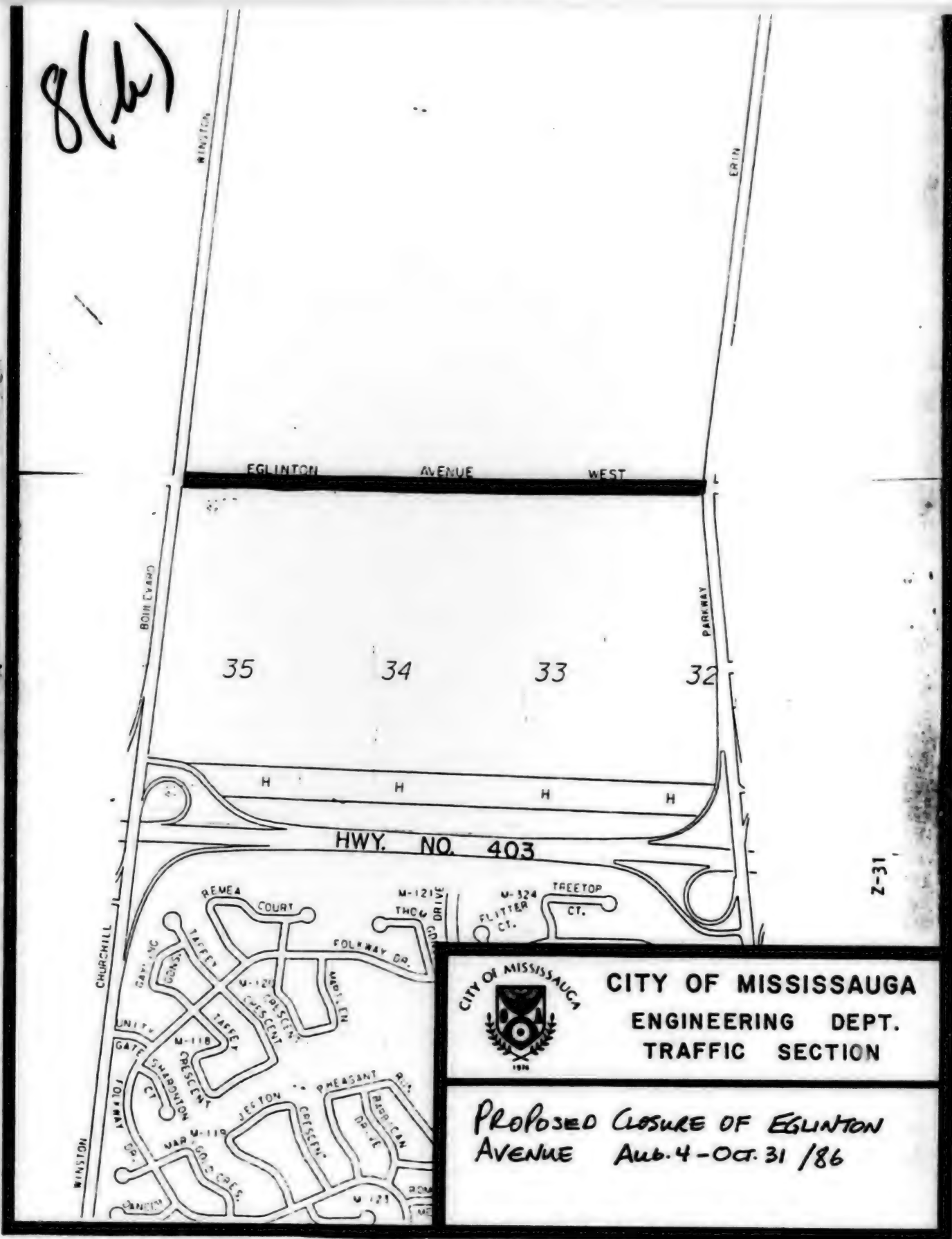
8(a)

- (a) Completion of a road closure permit at least five days prior to the closure date;
 - (b) Proof of liability insurance in the amount of at least two million dollars naming the City as co-insured;
 - (c) Notification of all agencies including Mississauga Transit, Fire and Police, Central Ambulance, School Boards and the Region of Peel Engineering Department;
 - (d) Notification of all residents of this portion of Eglinton Avenue, in writing, at least five days prior to the closure, including names and phone numbers of appropriate contacts;
 - (d) That the installation and maintenance of all signs be the responsibility of the applicant.
2. That a by-law be passed authorizing the temporary closure of Eglinton Avenue between Erin Mills Parkway and Winston Churchill Boulevard.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

 dab
0487E

8(h)





City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00043

9

To Chairman and Members of From William P. Taylor, P.Eng.,
Dept. Operations and Works Committee. Dept. Engineering and Works Dept.

June 17, 1986.

OPERATIONS/WORKS JUN 25 1986

SUBJECT: Proposed temporary closure of Verbena Road at Tomken Road.

SOURCE: Mr. S. Hamilton, Westwood Drain Company Ltd., 1755 Drew Road, Mississauga, L5Z 1J5.

COMMENTS: The Westwood Drain Company Ltd., under contract with the Ministry of Environment is currently installing a 1500 mm pressure watermain along the west boulevard of Tomken Road.

In order to safely cross the intersection of Verbena Road and Tomken Road, the contractor has requested permission to close this intersection to accommodate the required 7 meter deep by 4 meter wide trench, the large pipe and the construction machinery.

Since alternate access to all local establishments is available via Meyerside Drive/Kestrel Road/Britannia Road, this department would not object to this temporary closure.

Due to current strikes by various construction worker unions, the exact dates for this closure cannot be specified. The work will however require at least three days, and perhaps five, closure to complete.

In the near future, the contractor will also be crossing Meyerside Drive and Courtney Park Drive, and has requested similar closures. However, due to the importance of these intersections and the limited detour availabilities around these intersections, we cannot support full road closures. We do recognize the difficulty the contractor will experience, and in this regard we will attempt to accommodate the restricting of traffic through these intersections. Arrangements are underway with respect to the temporary relocation of various traffic signal hardware.


.../2

Ula1

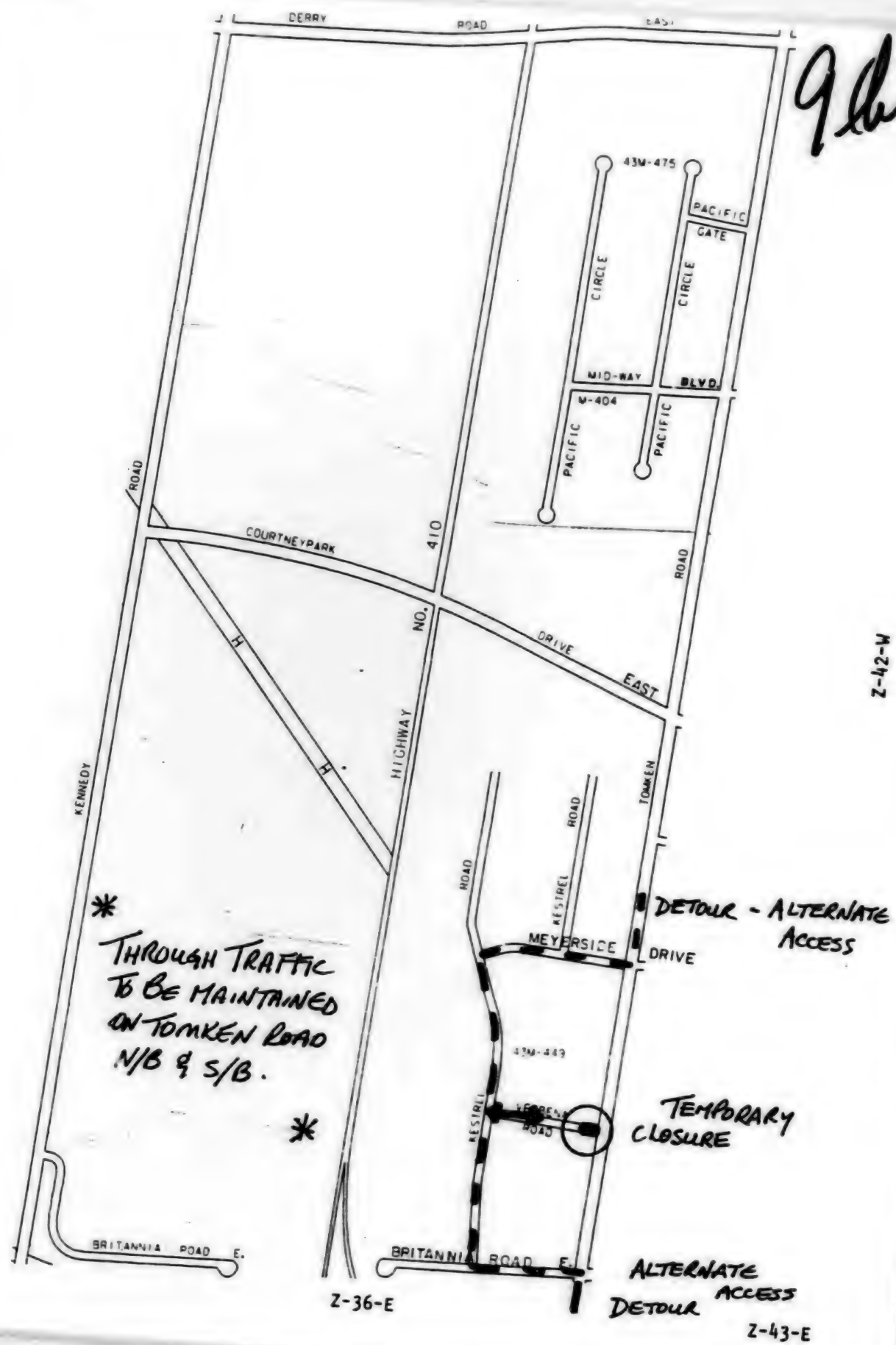
- 2 -

RECOMMENDATIONS:

1. That the Westwood Drain Company Ltd., be granted permission to temporarily close Verbena Road at Tomken Road for a maximum of five days during the project time limits depending on the duration of the current strikes.
2. That the Westwood Drain Company Ltd., not be granted permission to close Meyerside Drive nor Courtney Park Drive at Tomken Road in conjunction with this project.
3. That a by-law be passed authorizing the temporary closure of Verbena Road at Tomken Road for a maximum of five days within the project time limits.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

 dab
0487E
Attach.





10

City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00056

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

June 16, 1986.

OPERATIONS/WORKS JUN 25 1986

SUBJECT: Temporary closure of Tenth Line West July 27, 1986 and August 17, 1986.

SOURCE: Mr. Jim Mihell, Union Gas, Chatham, Ontario.

COMMENTS: Mr. Mihell has requested permission to close Tenth Line West between Aquitaine Avenue and Derry Road between the hours of 7:00 a.m. and 7:00 p.m. on two separate days, Sunday, July 27 and Sunday, August 17, 1986.

The closures are required to replace two existing gas mains in order to satisfy the new requirements as set out by the Ontario Energy Board. In view of the complexity of the work, two separate closings are necessary.

Engineering staff have reviewed the proposal on site with personnel from Union Gas, and with Councillor Southorn, and have concluded that Sunday work between the hours of 7:00 a.m. and 7:00 p.m. would be ideal.

The applicant will be responsible for all on-site closure signage including detours, other than advance notification signs which will be erected by the Engineering Department.

The Engineering Department has no objection to the closures subject to the usual conditions for road closures.

RECOMMENDATIONS:

1. That permission be granted to Union Gas to close Tenth Line West between Aquitaine Avenue and Derry Road on Sunday, July 27, 1986 and on Sunday, August 17, 1986 between the hours of 7:00 a.m. and 7:00 p.m. subject to the following conditions:

.../2

10(a)

- (a) Completion of road closure permits with the Engineering Department at least five days prior to the events.
- (b) Proof of liability insurance in the amount of at least two million dollars naming the City as co-insured.
- (c) Re-instatement of the road allowance to its original condition.
- (d) That the applicant erect and maintain all road closure and detour signs, placed in accordance with the requirements of the M.T.C. Traffic Control Manual for Roadway Work Operations.
- (d) That a by-law be passed to authorize the temporary closures of Tenth Line West between Aquitaine Avenue and Derry Road



William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

BA/dab
487E
Attach.

104b)

TOWN OF MILTON

LINE
ROAD

10

9

8

7

6



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

PROPOSED CLOSURES

JULY 27/86

7AM - 7PM

AUGUST 17/86



City of Mississippi

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00039

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

June 16, 1986.

SUBJECT: Street Party - Vista Drive. **JUN 25 1986**
OPERATIONS/WORKS

SOURCE: Sue Cunningham, 62 Vista Drive, Streetsville, L5M 1C2
(Attached petition from residents).

COMMENTS: Sue Cunningham on behalf of the residents of the new portion of Vista Boulevard (see attached) have requested permission to close this portion of roadway for the purpose of a street party on Saturday, July 12, 1986 between the hours of 2:00 p.m. and 1:00 a.m. (July 13). A petition has been submitted with the approval of greater than two thirds of the abutting residents.

This is the second year for this event, and since it was completed problem-free last year, the Engineering Department has no objections to this year's closure subject to the usual conditions for special events.

RECOMMENDATIONS: 1. That Sue Cunningham and the residents of Vista Drive be granted permission to close a portion of Vista Drive for a street party on Saturday, July 12 between the hours of 2:00 p.m. and 1:00 a.m. on July 13, subject to the following conditions:

- 4272
JUN 19 1986
F.02.04.04
- (a) That a road closure permit be completed with the Engineering Department at least five days prior to the event.
 - (b) That a "hold harmless" agreement be signed with the City stating that the applicant is responsible for their own liability incurred as a result of their activities.
 - (c) That the applicant obtain and return, at their own expense, road closed signs, as deemed necessary by this department.

2. That a by-law be passed authorizing the temporary closure of a portion of Vista Drive on Saturday, July 12 and Sunday July 13, 1986.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

/dab
87E
Attach.

11(a)

Z-39-W

Z-38-W



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

*PROPOSED CLOSURE OF VISTA DRIVE
FOR STREET PARTY*



City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00016

12

To Chairman and Members of From William P. Taylor, P.Eng.,
Dept. Operations and Works Committee. Dept. Engineering and Works Dept.

June 3, 1986

OPERATIONS/WORKS JUN 25 1986

SUBJECT: Traffic Concerns - Glensharon Community

SOURCE: Councillor D. Culham.

COMMENTS: The area Councillor, David Culham, acting on behalf of the Glensharon Community has asked the Engineering Department to look into several traffic related matters in this community.

Manual traffic counts were conducted at Cedarglen Gate/Parmeere Drive, Claymore Crescent/Parmeere Drive, North and South Intersections, Avongate Drive/Parmeere Drive, Avongate Drive/Brigantine Avenue, and Rosemary Drive/Sami Street. Warrant calculations for all-way stop derived from the a.m. and p.m. peak hours, averaged, were fulfilled only at Avongate Drive/Brigantine Avenue (see attached Appendix #1).

Part A - Total volume all approaches - 108%
Part B - Minor street volume - 161%

The residents felt that not enough consideration was given to pedestrians in a previous study completed at Claymore Crescent and Parmeere Drive (north intersection). During this study the maximum pedestrian volume was thirty-one (31) in the a.m. peak period, 7:00 a.m. to 9:00 a.m., north leg. However, no delay was experienced by these pedestrians over this two-hour period when crossing Parmeere Drive.

Also, during this study at all other count locations, pedestrian volumes were also quite low and no delay was observed.

Vehicle speeds were also checked on each major road in the area, and an 85%ile speed was calculated (see attached Appendix #3).

As identified in these statistics, it is quite apparent that Rosemary Drive and Parmeere Drive provided the highest amount of speed violators (85%ile 64 km/h and 62 km/h respectively).

In an effort to understand the characteristics of the drivers on Rosemary Drive, a license plate trace was conducted. A good number of the speeders (+ 10 km/h) were from the community and school.

4273

JUN 19 1986

F.06.04.05

12(a)
The Peel Regional Police have been notified and requested to conduct enforcement in this community.

Accident records were also checked for this entire area. Since our records began in 1979, only nine (9) accidents have occurred. Our review of these reports did not indicate a severe or re-occurring problem.

As a result of the various studies that were conducted in this community, we are of the opinion that the "traffic" environment is quite normal given the make-up of the study area. The problem areas are Rosemary Drive and Parmeer Drive, more specifically the vehicular speeds on these streets. This situation comes as no surprise given the presence of the two schools on Rosemary Drive, and the "local collector" function that Rosemary Drive provides to the community.

This type of speeding problem is not unlike others in the City; however, this fact does not make the problem more palatable. From a traffic viewpoint, signing, all-way stops, etc. have proven to be ineffective in controlling speeds, while police enforcement has provided satisfactory results. However, the limited enforcement programs only result in a short term cure, therefore, it is our suggestion that some action be taken from within the Neighbourhood Group.

This action could come in the form of a community newsletter or a letter sent out from the school boards to the students and parents. We feel this would have a longer lasting effect, especially if a "long term" traffic education program were instituted on an ongoing basis, along with police enforcement.

Also, the Engineering Department has reviewed traffic signing in the area and as a result issued work orders to have several deficiencies filled.

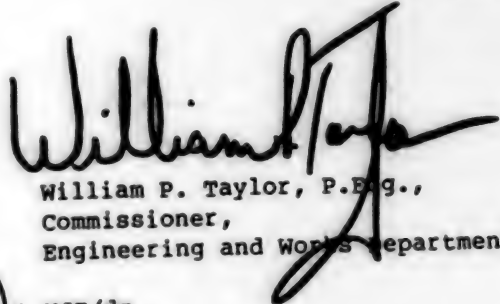
The Engineering Department has also reviewed the Councillor's request for 'No Parking' signs on Avongate Drive at the park, and will issue a work order to prohibit parking on both sides adjacent to the park from 8:00 a.m. to 6:00 p.m., Monday to Friday only. This will allow residents three hour maximum parking during off school hours, and keep this curve clear for two-way traffic during the day. This conforms with the general provisions of Traffic By-law 444-79, and no By-law amendment is required.


Parking congestion on the north limit of Rosemary Drive was also reviewed. In order to clear this congestion associated with the schools, we recommend a parking prohibition from 8:00 a.m. to 6:00 p.m., Monday to Friday on the west side of Rosemary Drive from Nikanna Road to Sami Street. In conjunction with this 'No Parking Anytime', signs would be posted fifteen metres (50') from all corners of streets intersecting Rosemary Drive to keep sight lines clear.

12(h)

RECOMMENDATIONS:

1. That a By-law be enacted to authorize the installation of an all-way stop at Avongate Drive and Brigantine Avenue as warrants are met on a volume basis.
2. That the Peel Regional Police be requested to continue enforcement of the existing speed limits, particularly on Rosemary Drive.
3. That no parking 8:00 a.m. to 6:00 p.m., Monday to Friday, signs be erected on Avongate Drive, adjacent to the park, both sides.
4. That a By-law be enacted to prohibit parking from 8:00 a.m. to 6:00 p.m., Monday to Friday, on the west side of Rosemary Drive from Nikanna Road to Sami Street.
5. That no parking anytime, fifteen metre corner restrictions be erected at Rosemary Drive/Sami Street, Rosemary Drive/Brigantine Avenue, and Rosemary Drive/Nikanna Road.
6. That the Glensharon Community Association, The Peel Board of Education and The Dufferin-Peel Roman Catholic Separate School Board, be requested to initiate an educational program on an ongoing basis to inform the community about the hazards of poor driving habits and excessive speeds.
7. That the Glensharon Community Residents Association be advised of this report.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

 MJF/dm

12/01

Manual traffic counts were conducted at various locations and the results of warrant calculations, derived from the a.m. and p.m. peak hours, averaged, are as follows: (see attached map 'A')

1. Cedarglen Gate/Parmeer:

Part 'A'	Volume from all approaches	-	48%
Part 'B'	Minor street volume	-	145%
2. Claymore/Parmeer (north intersection):

Part 'A'	Volume from all approaches	-	47%
Part 'B'	Minor street volume	-	33%
3. Claymore/Parmeer (south intersection):

Part 'A'	Volume from all approaches	-	43%
Part 'B'	Minor street volume	-	13%
4. Avongate/Parmeer:

Part 'A'	Volume from all approaches	-	119%
Part 'B'	Minor street volume	-	70%
5. Avongate/Brigantine:

Part 'A'	Volume from all approaches	-	108%
Part 'B'	Minor street volume	-	161%
6. Rosemary/Sami:

Part 'A'	Volume from all approaches	-	158%
Part 'B'	Minor street volume	-	28%

As you are aware both parts 'A' and 'B' must be fulfilled to at least 100% to warrant an all-way stop.

12/21

Pedestrian volumes were also recorded in conjunction with the all-way stop counts. Listed are total volumes for the two-hour peak periods.

1.	<u>Cedarglen/Parmeers:</u>	<u>A.M.</u>	<u>P.M.</u>
	Crossing south leg	26	49
	Crossing east leg	23	10
	Crossing west leg	32	56
2.	<u>Claymore/Parmeers (north leg):</u>	<u>A.M.</u>	<u>P.M.</u>
	Crossing north leg	31	12
	Crossing south leg	10	3
	Crossing west leg	-	5
3.	<u>Claymore/Parmeers (south leg):</u>	<u>A.M.</u>	<u>P.M.</u>
	Crossing north leg	5	2
	Crossing south leg	2	3
	Crossing west leg	-	-
4.	<u>Avongate/Parmeers:</u>	<u>A.M.</u>	<u>P.M.</u>
	Crossing north leg	19	26
	Crossing east leg	3	4
	Crossing west leg	2	4
5.	<u>Avongate/Brigantine:</u>	<u>A.M.</u>	<u>P.M.</u>
	Crossing north leg	2	20
	Crossing south leg	8	2
	Crossing east leg	23	4
6.	<u>Rosemary/Sami:</u>	<u>A.M.</u>	<u>P.M.</u>
	Crossing north leg	6	8
	Crossing south leg	4	6
	Crossing east leg	7	3

124

Vehicle speeds were checked on each major road in the area, and an 85%ile speed was calculated. Results are as follows: (see attached map 'A')

1. Cedarglen Gate east of Parmeer:

50 km/h zone - 7:45 a.m. to 8:45 a.m. - 85%ile 45 km/h

2. Parmeer south of Cedarglen Gate:

50 km/h zone - 7:30 a.m. to 8:30 a.m. - 85%ile 61 km/h
- 11:00 a.m. to 12:00 a.m. - 85%ile 65 km/h
- 3:00 p.m. to 4:00 p.m. - 85%ile 56 km/h
- 4:30 p.m. to 5:30 p.m. - 85%ile 62 km/h

3. Avongate west of Parmeer:

50 km/h zone - 8:00 a.m. to 9:00 a.m. - 85%ile 54 km/h
- 12:00 p.m. to 1:00 p.m. - 85%ile 55 km/h
- 3:00 p.m. to 4:00 p.m. - 85%ile 56 km/h

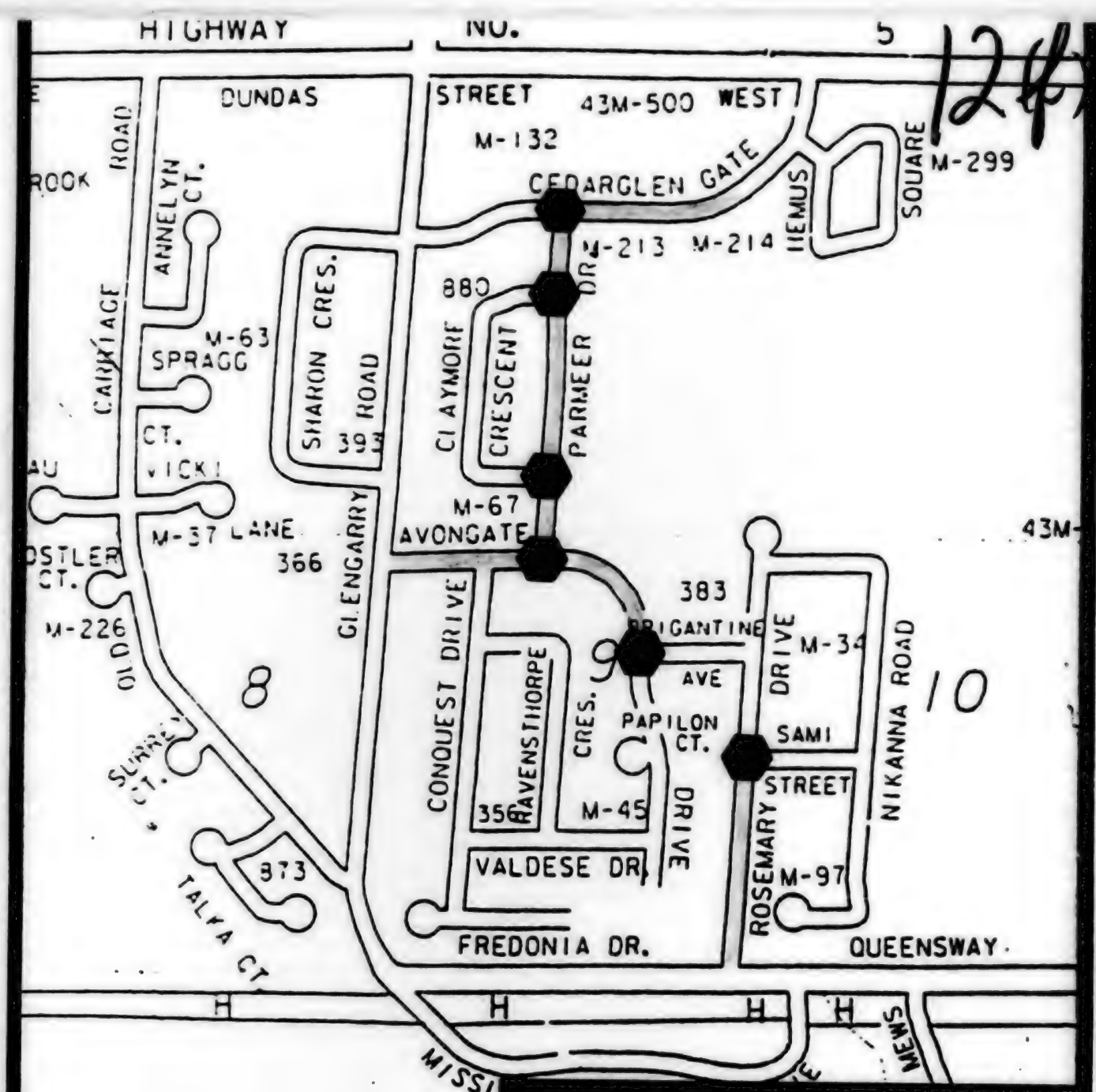
4. Avongate north of Brigantine:

40 km/h zone - 4:30 p.m. to 5:30 p.m. - 85%ile 45 km/h

5. Rosemary south of Sami:

50 km/h zone - 8:00 a.m. to 9:00 a.m. - 85%ile 60 km/h
- 3:00 p.m. to 4:00 p.m. - 85%ile 64 km/h

An 85%ile speed indicates that 85% of the vehicles were travelling at or below this speed.



MAP 'A'

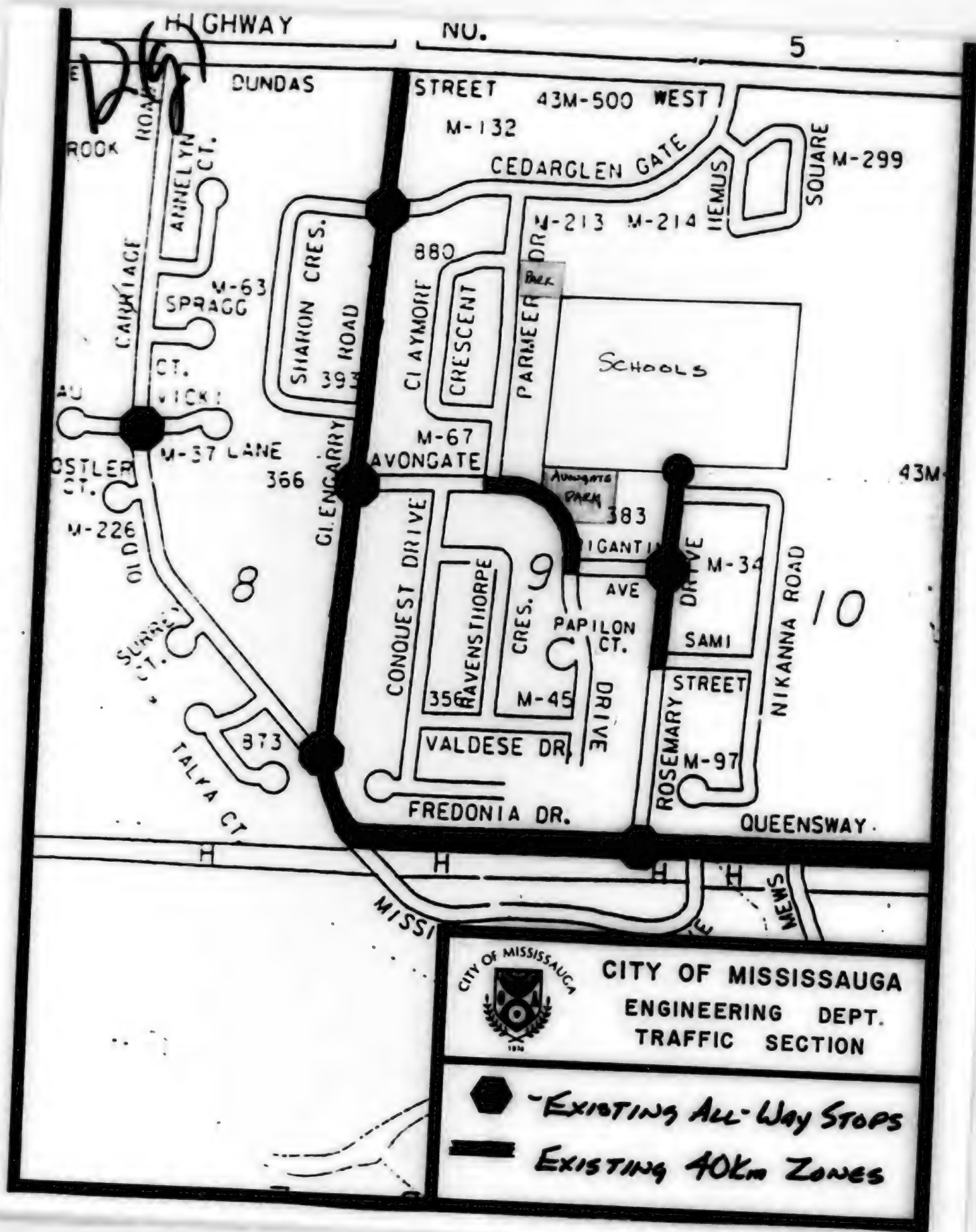
CITY OF MISSISSAUGA

ENGINEERING DEPT.

TRAFFIC SECTION

● - STUDY INTERSECTIONS

- - - SPEED ZONE CHECKS





MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00010

12

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

June 10, 1986.

OPERATIONS/WORKS JUN 25 1986

SUBJECT: Traffic control at the intersection of Birchwood Drive/
Lorne Park Road/Glen Road.

SOURCE: Councillor P. Mullin, Ward 2.

COMMENTS:

At a public meeting involving residents of the White Oaks Community, the issue of traffic control at the intersection of Birchwood Drive/Lorne Park Road/Glen Road was raised. The residents feel that steps should be taken to improve the level of safety within the area of the intersection.

Although there are only nine homes on Glen Road, the residents feel that the existing northbound 'Yield' sign on Glen Road is not sufficient control. Prior to the summer of 1983, Birchwood Drive was controlled by a 'Yield' sign, however, at the request of former Ward 2 Councillor M. Marland, this was changed to the current sign on Glen Road.

The Engineering Department has reviewed the intersection and although traffic volumes on Glen Road are very light, and no reportable collisions have occurred at the intersection since January 1979, in view of the limited sight lines we would have no objection in changing the northbound 'Yield' sign to a 'Stop' sign. In conjunction with this, it is recommended that a stop bar be painted for northbound Glen Road as well as a short stretch of yellow centreline for additional motorist assistance within the intersection.

RECOMMENDATION:

1. That the existing northbound 'Yield' sign on Glen Road be changed to a 'Stop' sign.
2. That a northbound stop bar on Glen Road as well as a short stretch of yellow centreline be painted to improve the level of safety within the intersection.
3. That a by-law be passed to authorize the change in control from a 'Yield' to 'Stop' sign on Glen Road.


William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

FORM 145

AB
AB/dab

13(a)



 CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

**— NORTHBOUND YIELD SIGN
GLEN ROAD TO BE CHANGED
TO STOP SIGN**



City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00021

14

To: Chairman and Members of

Dept. Operations and Works Committee.

From: William P. Taylor, P.Eng.,

Dept. Engineering and Works Dept.

June 16, 1986.

OPERATIONS/WORKS JUN 25 1986

SUBJECT:

'Yield' signs at the intersections of Central Parkway East with Bloor Street and Cliff Road North.

SOURCE:

Engineering and Works Department.

COMMENTS:

This department has observed that a 'Yield' sign is required for the northbound to eastbound movement of Cliff Road North and Central Parkway East, and that a 'Yield' sign is in place but not required for the northbound to eastbound movement of Central Parkway East and Bloor Street, in accordance with the regulations of the Highway Traffic Act.

In accordance with the Highway Traffic Act, since the northbound lane of Cliff Road North is not continuous, and does not become the eastbound curb lane of Central Parkway East, then motorists must yield right-of-way prior to entering Central Parkway East. Therefore a 'Yield' sign is required.

In the latter case, since the northbound slip-off lane of Central Parkway East is continuous and becomes the eastbound curb lane of Bloor Street, then motorists are not required to yield right-of-way, and a 'Yield' sign is not required.

In previous correspondence with the Peel Regional Police, these observations, as well as our recommendations, have been supported.

Currently, a westbound to northbound 'Yield' sign for Bloor Street and Central Parkway East is in place, and a by-law amendment is also required for this sign, as there are no listings in Schedule 12 for any of these 'Yield' signs.

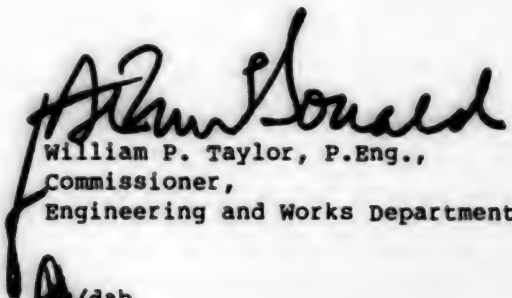
....2

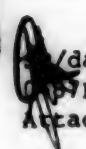
14/10/1

- 2 -

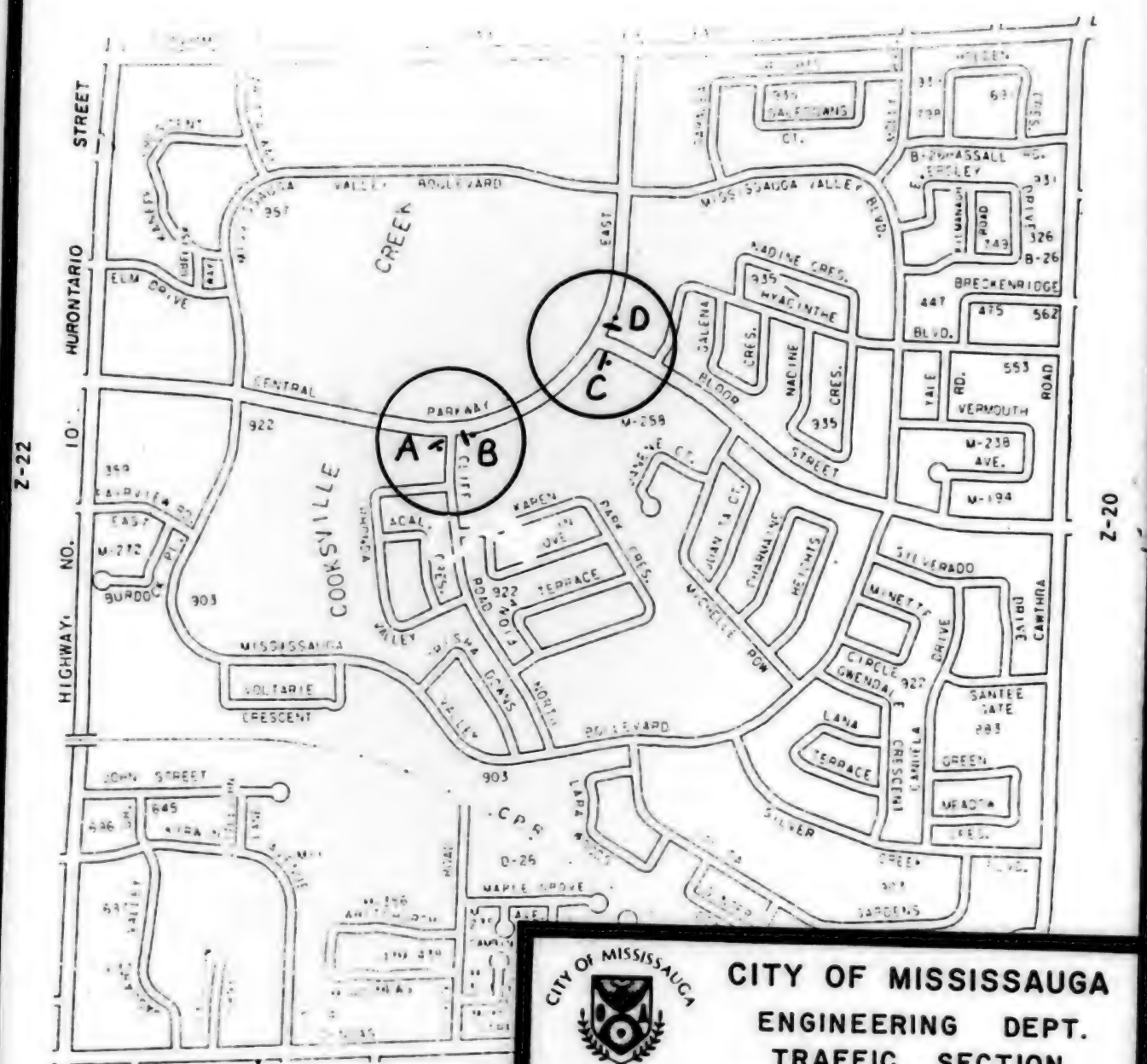
RECOMMENDATIONS:

1. That a 'Yield' sign be erected for the northbound to eastbound movement of Cliff Road North and Central Parkway East.
2. That the existing 'Yield' sign for the northbound to eastbound movement of Central Parkway East and Bloor Street be removed.
3. That a by-law be passed authorizing the installation and removal of 'Yield' signs at Cliff Road North and Central Parkway East, and Central Parkway East and Bloor Street respectively.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

/dab
DVE
Attach.

14(h)



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

A. NO YIELD SIGN REQUIRED
B. YIELD SIGN TO BE INSTALLED
C. YIELD SIGN TO BE REMOVED
D. YIELD SIGN PROPERLY IN PLACE



15

City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00023

To Chairman and Members of

From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee.

Dept. Engineering and Works Dept.

June 16, 1986.

JUN 25 1986

OPERATIONS/WORKS

SUBJECT:

Parking prohibition on Central Parkway West at the C.P.R. spur line.

SOURCE:

Engineering and Works Department.

COMMENTS:

In connection with the application by the City to the Canadian Transport Commission with respect to the proposed "anti-whistling" By-law, a number of conditions require fulfillment. One of these conditions is the prohibiting of parking on Central Parkway West, within 60 meters each side of the railway spur line.

4277

JUN 19 1986

F.06.04.02

Although train traffic on the spur line is very minimal, the trains are still required by law to whistle prior to crossing unless the train movements are guided by a 'flag' crew. In order to ensure proper unobstructed sight lines for the 'flag' crews, parking within 60 meters of the rail line is to be prohibited.

Since parking is currently prohibited on the north side of Central Parkway West (formerly Gillian Street) this additional prohibition is only required on the south side.

In view of the current listing for Gillian Street, and in conjunction with the completion and name change to Central Parkway West, an amendment to By-law 444-79 is also required for the existing north side parking prohibition.

RECOMMENDATION:

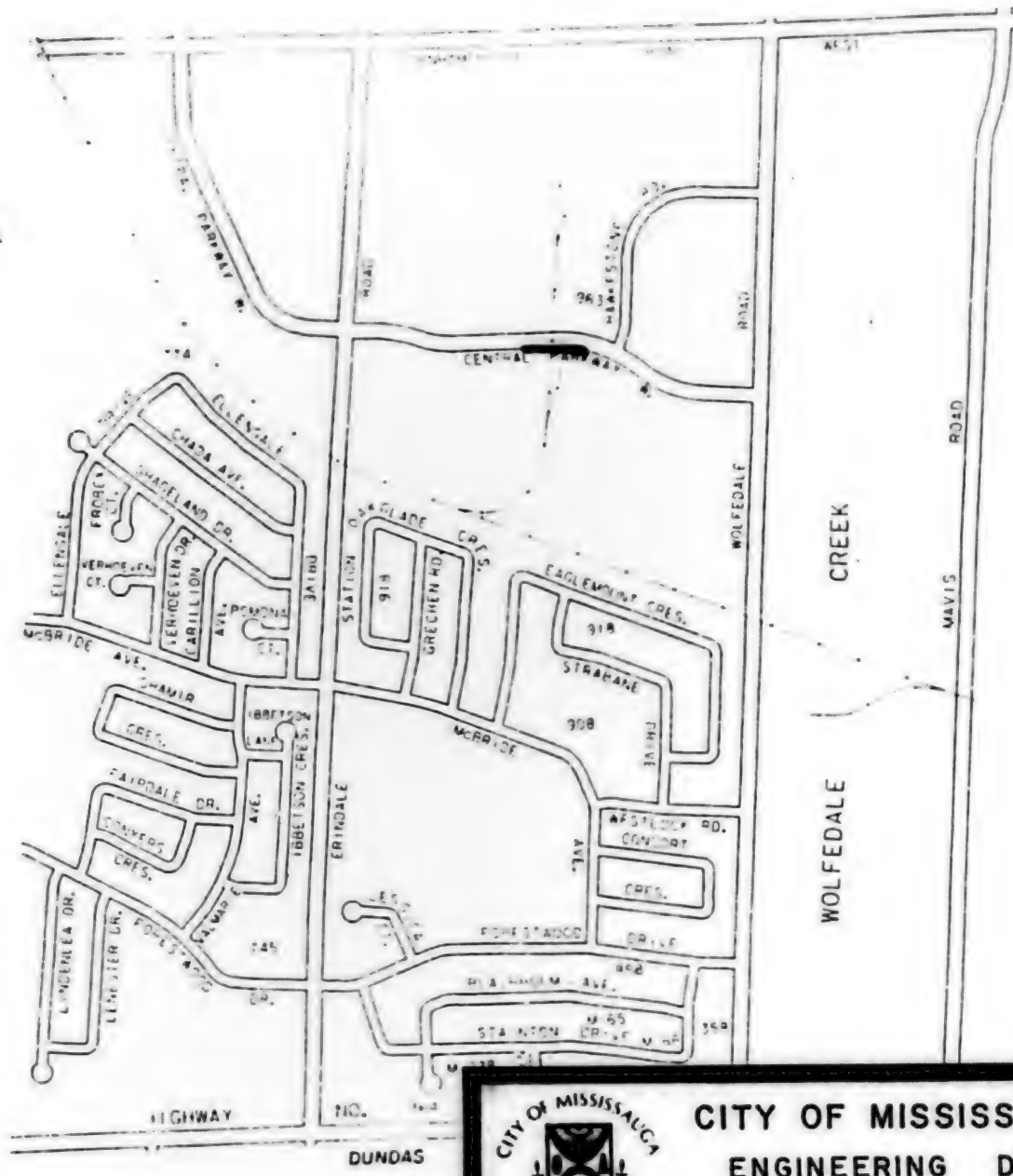
That parking be prohibited on the south side of Central Parkway West within 60 meters each side of the C.P.R. spur line; and that a by-law be passed to authorize this parking prohibition.

William P. Taylor

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

Tab
687E
Attach.

15(a)



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

— PROPOSED PARKING
PROHIBITION



16

City of Mississauga

MEMORANDUM

File: 11 141 00045
13 211 00024

To Chairman and Members of From William P. Taylor, P.Eng.,
Dept. Operations and Works Committee. Dept. Engineering and Works Dept.

May 30, 1986.

OPERATIONS/WORKS JUN 25 1986

SUBJECT: Parking Prohibition on The Credit Woodlands.
SOURCE: Councillor Culham.
COMMENTS: Councillor Culham has requested that parking be prohibited on both sides of The Credit Woodlands between Dundas Street and the south leg of Ballyclare Drive.

4275

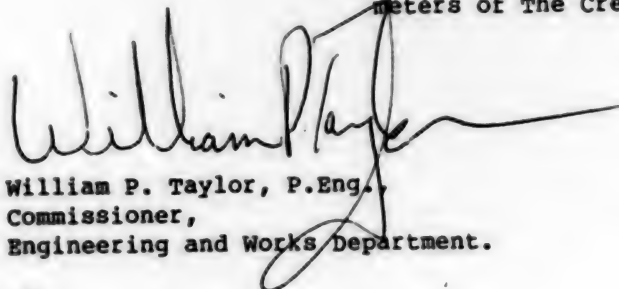
JUN 1 1986
F.06.04.02

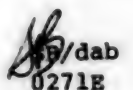
Apparently overflow visitors parking from the condominium at the northeast corner of Dundas Street is congesting this area of The Credit Woodlands.

This department has reviewed the area and concur with the Councillor. However, based on the number of vehicles parked on Ballyclare Drive, we would also recommend the installation of 15 meter 'No Parking' corner restrictions on the south leg of Ballyclare Drive.

Since there are listings currently within By-law 444-79 prohibiting parking on The Credit Woodlands as well as within 15 meters of a non-signalized intersection, amendments to the by-law are not required.

- RECOMMENDATIONS:**
1. That 'No Parking Anytime' signs be erected on both sides of The Credit Woodlands between Dundas Street and the south leg of Ballyclare Drive.
 2. That 'No Parking Anytime' signs be erected on both sides of the south leg of Ballyclare Drive within 15 meters of The Credit Woodlands.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.


J.B. dab
0271E
Attach.





MEMORANDUM

To MAYOR AND MEMBERS OF COUNCIL From L.W. STEWART, Q.C.
4279
Dept. City Solicitor

June 11th, 1986

B-06.475.02

OPERATIONS/WORKS JUN 25 1986

SUBJECT: Release and Abandonment of a Temporary Easement on Plan 43M-475, Alcester Investments Limited Industrial Subdivision, Pacific Gate and Pacific Circle.

ORIGIN: Servicing Agreement between the City and Alcester Investments Limited for Plan 43M-475.

COMMENTS: The Servicing Agreement for this subdivision required a 6 metre wide temporary emergency access road easement across Blocks 10, 11, 20, and 21. This was required until the road pattern was completed by the development of adjacent lands, which has now occurred.

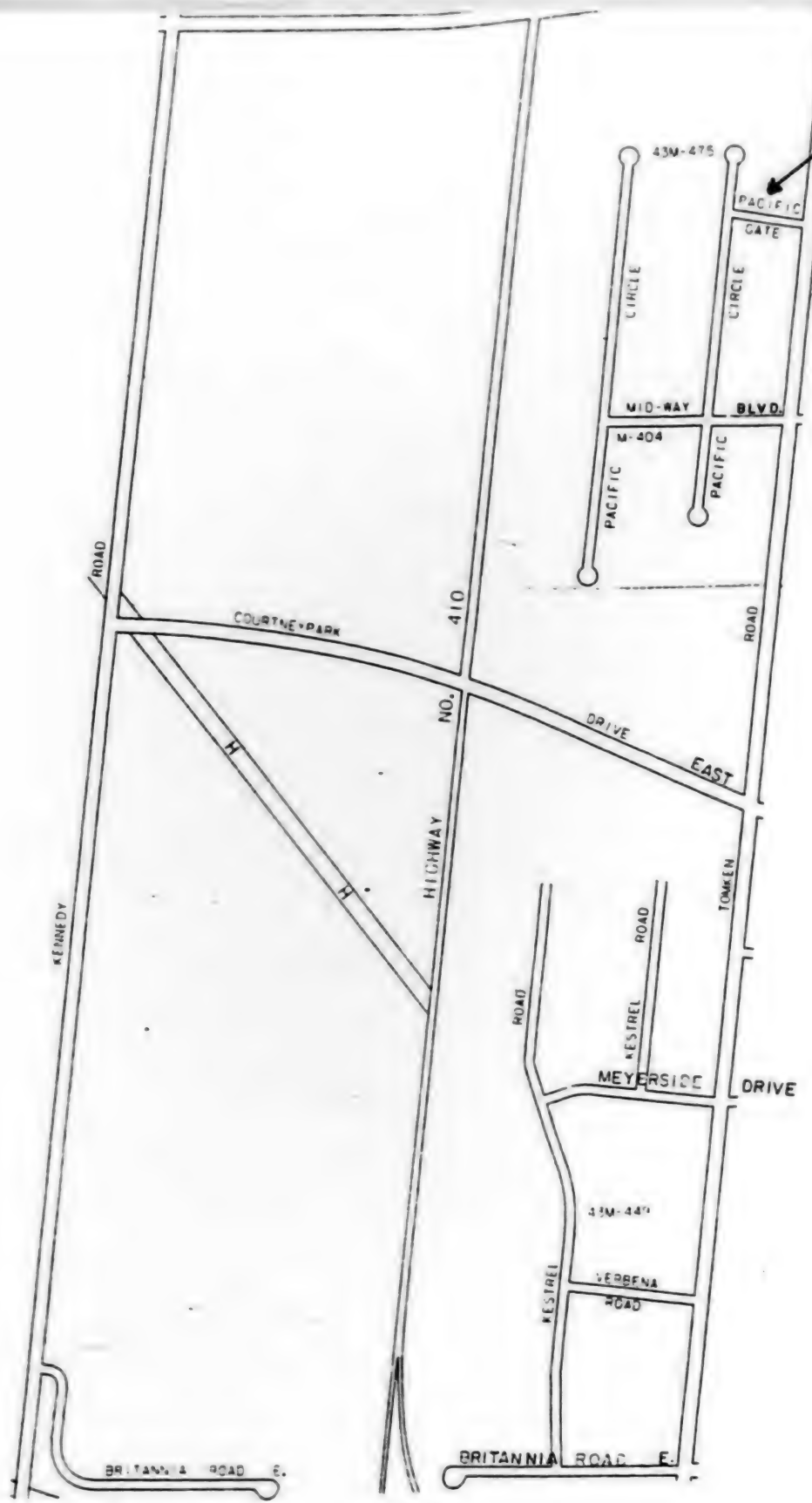
The Engineering Department advises that this easement is no longer required and that it may be released and abandoned.

RECOMMENDATION: That a by-law be enacted authorizing the execution of the release and abandonment of an easement in favour of The Corporation of the City of Mississauga registered on March 25th, 1983 as Instrument No. 422449 over part of Blocks 10, 11, 20 and 21 Plan 43M-475 being Parts 10, 11, 12, and 13 Plan 43R-10542.

L. W. STEWART, Q.C.
CITY SOLICITOR

RKb
FKG:aa
1180L
cc:

D.A. Lychak



Z-43-W

Z-42-W

Z-36-E

Z-43-E



MEMORANDUM

To Operations and Works Committee

From A. Franks

Dept. _____

Commissioner

Dept. Building, Zoning & Licensing

4280

JUN 19 1986

L-07.01

OPERATIONS/WORKS JUN 25 1986

June 5, 1986

REQUEST NO.: 116-86

CLERKS FILE NO.: L.07.01

SUBJECT: Smoking By-law

ORIGIN: Letter dated December 19, 1985 from Mr. Nelson G. Scott

COMMENTS: On April 23, 1986, the Building Department submitted a report to the Operations and Works Committee, outlining the actions taken by the Building Department, By-law Enforcement Section, with respect to implementation of "No Smoking" signs in shopping centres and plazas. This report was prompted by a letter dated December 2, 1985 from Dr. Jack Micay, Vice President, Non-Smokers' Rights Association and an accompanying report which dealt, amongst other matters, with infractions concerning lack of "No Smoking" signs in two Mississauga shopping centres, namely Square I and Creditview Plaza.

In response, the Building Department initiated a program of systematic checking of all the City's shopping centres and plazas. Square I and Creditview Plaza were inspected first. A number of the stores were found to be without "No Smoking" signs. Notices of Contravention were issued and by April 23, 1986, when Report No. 307-85 was submitted to the Operations and Works Committee, these two shopping centres, as well as both major hospitals in Mississauga, were in compliance with the requirements of the by-law.

Furthermore, the Building Department, By-law Enforcement Section, continued with their systematic program of checking other plazas and shopping centres within the City. This program is still being followed up to ensure that all establishments within shopping centres and plazas requiring "No Smoking" signs are in compliance.


Continued...../2


18(a)

COMMENTS CONT'D: Mr. Nelson G. Scott, in his letter of December 19, 1985, has suggested that "No Smoking" signs be posted in all public offices such as dentists, doctors, chiropractors, etc. and the scale of fines increased such that the minimum fine is no less than \$1,000.00.

Section 28 of By-law #445-79 provides for a fine of not more than \$1,000.00, exclusive of costs, upon conviction of any person found in contravention of the provisions of the by-law. In our opinion, the penalty imposed by the by-law is a reasonable one and should not be changed. Furthermore, considering our limited manpower resources and our City wide obligations as far as the enforcement of all the other by-laws are concerned, this department is not in a position to initiate a systematic program for enforcement of "No Smoking" signs in the offices of dentists, doctors, chiropractors and other professionals. However, our officers will respond to and follow up any complaints received concerning the lack of "No Smoking" signs in all premises falling under the jurisdiction of Smoking By-law #445-79.

- RECOMMENDATION:
1. That the report from the Commissioner of Building, concerning the Smoking By-law #445-79, dated June 5, 1986, be received.
 2. That no changes be made to Section 28 of the by-law which provides on summary conviction for a fine of not more than \$1,000.00, exclusive of costs.
 3. That any specific complaints with respect to lack of "No Smoking" signs in the offices of dentists, doctors, chiropractors and other professionals, be referred to the By-law Enforcement Section for followup and implementation.


A. Franks
Commissioner
Building, Zoning & Licensing

 MN/bj
c.c. M.M. Navabi
R. Campbell

I-2
8(h)

941 Porcupine Avenue,
Mississauga, Ontario,
L5H 3K6

December 19, 1985

RECEIVED

RECEIVED
DEC 24 1985
5782

Mayor Hazel McCallion
City Hall,
1 City Centre,
Mississauga, Ontario
L5H 1H2

DATE JAN - 5 1986

FILE NO. L-07.01

CLERK'S DEPARTMENT

R.A. DATE JAN 13 1986

Dear Mayor McCallion:

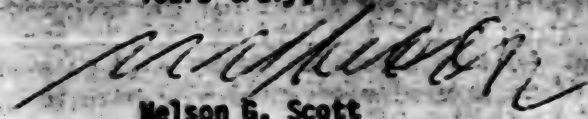
The smoking restriction by-law has become somewhat of a bad joke because of lack of enforcement.

It does little good to investigate complaints, especially regarding lack of signage, because lack of enforcement in general results in signs not going up, or coming down, faster than corrections can be made.

We need an active program of inspecting public offices such as dentists, doctors, chiropractors, etc., to ensure signs are up or fines imposed. The scale of fines should also be increased to a \$1,000 minimum to get the message across, and raise revenue to pay for the enforcement.

For 1986, let us see council take a strong stand on Canada's major health problem.

Yours truly,



Nelson G. Scott

C.C. Councillor P. Mullin

REFERRED TO:
A. FRANKS FOR A REPORT TO BY-LAW
COMMITTEE (Request for Report 307-85):



City of Mississauga

MEMORANDUM

19

To The Members of the
Dept. Operations & Works Committee

From A. Franks, Commissioner
Dept. Building, Zoning & Licensing
Building Department

4281

JUN 19 1986

L.05.01

OPERATIONS/WORKS JUN 25 1986
June 06, 1986

REPORT REQUEST: #141-86

CLERK'S FILE: #L.05.01

SUBJECT: Fence at 3449 Clanfield Crescent
Owner - Mrs. Betty Porteous

ORIGIN: Letter of request dated April 16, 1986 for
relief of the Fence By-law restriction,
By-law 397-78, section 5(1).

COMMENTS: This request was made as a result of an
investigation conducted by the By-law Enforcement
and Licensing section. During the investigation
it was found that the fence between 3443 Clanfield
Crescent and 3449 Clanfield Crescent was higher
than the By-law requirement. The fence was
measured and found to be 8 ft high, 1 ft 5 ins
above the 6 ft 7 ins (2 metres) restriction.

Consequently, a Notice of Contravention was issued.
Mrs. Porteous explained to staff that the reason
for the high fence was to provide privacy from the
neighbours who not only have a raised patio deck,
but also an unsightly dog kennel in the rear yard.

The building department has no objections to the
fence being 8 ft high provided it is maintained in
good repair.

Cont'd /2

June 06, 1986
Ct d .../2

1976

RECOMMENDATION:

That Mrs. Betty Porteous of 3449 Clanfield Crescent be permitted to maintain a 20 ft section of the fence between her property and that of her neighbour at 3443 Clanfield Crescent at a height of 8 ft.



A. Franks
Commissioner
Building, Zoning & Licensing

MCB:cs



MEMORANDUM

20

To Operations & Works Committee.

From A. Franks,

Dept. _____

Dept. Commissioner of Building.

4282

JUN 18 1986

L.O 7-01.02

June 17, 1986.

JUN 25 1986

SUBJECT: Plumbing By-law 190-76.

OPERATIONS/WORKS

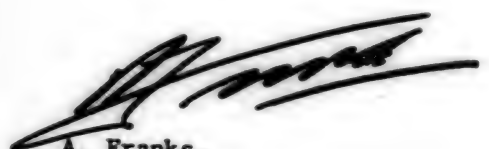
ORIGIN: Staff.

COMMENTS: Due to changes in staff, Schedule "A" of our Plumbing By-law 190-76 requires up-dating.

The attached draft by-law has been prepared by the Legal Department to cover changes in staff.

RECOMMENDATION: That the attached draft by-law to amend By-law 190-76 as amended, be approved and forwarded to Council for enactment.

PW


A. Franks,
Commissioner,
Building, Zoning & Licensing.



21

MEMORANDUMTo Operations & Works Committee.From A. Franks,

Dept. _____

Dept. Commissioner of Building.

42 83

JUN 18 1986

OPERATIONS/WORKS

JUN 25 1986

L-07-01-02

June 17, 1986.

SUBJECT: By-law 115-76, a By-law pursuant to the Building Code Act, to appoint officials.


ORIGIN: Staff.

COMMENTS: Due to changes in staff, Schedule "A" to By-law 115-76 requires up-dating.

The attached draft by-law has been prepared by the Legal Department to cover changes in staff.

RECOMMENDATION: That the attached draft by-law to amend By-law 115-76 and amendments thereto, be approved and forwarded to Council for enactment.

PW



A. Franks,
Commissioner,
Building, Zoning & Licensing.



MEMORANDUM

22

To Chairman and Members of
Dept. Operations and Works Committee

From A. Franks
Commissioner
Dept. Building, Zoning and Licensing

June 4, 1986

JUN 25 1986

OPERATIONS/WORKS

SUBJECT:

Housekeeping Agreement - Mississauga Executive
Enterprises Limited
Our File: 41382 C-86 Code: 5966

ORIGIN:

Building Department


COMMENTS:

Mississauga Executive Enterprises Limited, the
owner of premises known municipally as 3 Robert
Speck Parkway, has applied to the Building
Department for a building permit to permit
construction on the site. City of Mississauga
Zoning By-law 5500, as amended provides that
no building permit shall be issued prior to the
execution of a housekeeping agreement.

A housekeeping agreement in a form the same
as housekeeping agreements which has previously
been approved by this Council has been prepared
and executed by Mississauga Executive Enterprises
Limited. The agreement is in satisfactory form
from a legal standpoint.

RECOMMENDATION:

That the attached Housekeeping Agreement dated
April 11, 1986 between Mississauga Executive
Enterprises Limited and The Corporation of the
City of Mississauga be executed by the Mayor and
the Clerk and the corporate seal be affixed thereto.


A. Franks
Commissioner
Building, Zoning and Licensing

GRB/dap
Attach.
cc: G.R. Burch



22

MEMORANDUM

To Chairman and Members of
Dept. Operations and Works Committee

From A. Franks
Commissioner
Dept. Building, Zoning and Licensing

June 4, 1986

OPERATIONS/WORKS JUN 25 1986

SUBJECT:

Housekeeping Agreement - Richvalley Construction
Limited
Our File: 32883 M-86 Code: 4095

ORIGIN:

Building

COMMENTS:

Richvalley Construction Limited, the owner of
premises known municipally as 284 Watline Avenue,
has applied to the Building Department for a
building permit to permit construction on the site.
City of Mississauga Zoning By-law 5500, as amended
provides that no building permit shall be issued prior
to the execution of a housekeeping agreement.

A housekeeping agreement in a form the same as
housekeeping agreements which previously been
approved by this Council has been prepared and
executed by Richvalley Construction Limited. The
agreement is in satisfactory form from a legal
standpoint.

RECOMMENDATION:

That the attached Housekeeping Agreement dated
March 13, 1986 between Richvalley Construction
Limited and the Corporation of the City of Mississauga
be executed by the Mayor and the Clerk and the
corporate seal be affixed thereto.

A. Franks
Commissioner
Building, Zoning and Licensing

G.R.B/dap
Attach.
cc: G.R. Burch



MEMORANDUM

24

To Chairman and Members of

From A. Franks

Dept. Operations and Works Committee

Commissioner

Dept. Building, Zoning and Licensing

June 4, 1986

OPERATIONS/WORKS

JUN 25 1986

SUBJECT:

Housekeeping Agreement - Maingate Investments Limited

Our File: 32882 M-86 Code: 4096

ORIGIN:

Building Department

COMMENTS:

Maingate Investments Limited, the owner of premises known municipally as 274 Watline Avenue, has applied to the Building Department for a building permit to permit construction on the site. City of Mississauga Zoning By-law 5500, as amended provides that no building permit shall be issued prior to the execution of a housekeeping agreement.

A housekeeping agreement in a form the same as housekeeping agreements which had previously been approved by this Council has been prepared and executed by Maingate Investments Limited. The agreement is in satisfactory form from a legal standpoint.

RECOMMENDATION:

That the attached Housekeeping Agreement dated March 13, 1986 between Maingate Investments Limited and The Corporation of the City of Mississauga be executed by the Mayor and the Clerk and the corporate seal be affixed thereto.

A. Franks
Commissioner
Building, Zoning and Licensing

GRB/dap
Attach.
cc: G.R. Burch



25

MEMORANDUM

To Chairman and Members of From A. Franks
Dept. Operations and Works Committee Dept. Commissioner
Building, Zoning and Licensing

June 4, 1986

JUN 25 1986

OPERATIONS/WORKS

SUBJECT:

Housekeeping Agreement - R.R.T.N. Holdings Company Limited
Our File: 32881 M-86 Code: 4094

ORIGIN:

Building

COMMENTS

4/298
JUN 10 1986
B.O.D.

R.R.T.N. Holdings Company Ltd., the owner of premises known municipally as 264 Watline Avenue, has applied to the Building Department for a building permit to permit construction on the site. City of Mississauga Zoning By-law 5500, as amended provides that no building permit shall be issued prior to the execution of a housekeeping agreement.

A housekeeping agreement in a form the same as housekeeping agreements which previously been approved by this Council has been prepared and executed by R.R.T.N. Holdings Company Ltd. The agreement is in satisfactory form from a legal standpoint.

RECOMMENDATION:

That the attached Housekeeping Agreement dated March 13, 1986 between R.R.T.N. Holdings Company Ltd. and the Corporation of the City of Mississauga be executed by the Mayor and the Clerk and the corporate seal be affixed thereto.

A. Franks
Commissioner
Building, Zoning and Licensing

GRB/dap
Attach.

cc: G.R. Burch

MISSISSAUGA PUBLIC VEHICLE AUTHORITY

JUNE 10, 1986
A.03.04.01 - 308C/159C

REPORT NO. 4-86

JUN 25 1986

TO: The Operations and Works Committee

OPERATIONS/WORKS

LADIES AND GENTLEMEN:

The Mississauga Public Vehicle Authority presents its fourth report and recommends:

28-86 (a) That the verbal presentation of Mr. Steven Offer, MPP, Mississauga North, to the Public Vehicle Authority, on June 10, 1986, with regard to the recent developments with the Minister of Municipal Affairs regarding proposed changes to the Municipality of Toronto Act, which would have serious implications for the Mississauga taxicab industry, be received for information.

(b) That the Minister of Municipal Affairs be asked to clarify, in writing, the last paragraph of his letter of May 12, 1986, to Mayor McCallion, in which he states: "I will, of course, draft the proposed legislative amendments after taking account of the Commission's review so that we can attain an orderly and smooth transition with minimum disruption to the consumer".

L.08.04.02
L.08.04.03
(PVA-28-86)

29-86 (a) That the letter dated March 31, 1986, from Mr. Mark Reynolds, Peel Taxi #115, with regard to the issuance of a taxicab plate to Leona Latham considered by the Public Vehicle Authority at its meeting on June 10, 1986, be received for information.

(b) That the report dated May 9, 1986 from M. Virginia MacLean, Director of Legal Services, with regard to Appeals to the Appeal Committee under By-law 697-84, as amended, considered by the Public Vehicle Authority at its meeting on June 10, 1986, be received for information.

L.08.05.01
(PVA-29-86)

261a1

30-86

That a Subcommittee of the Public Vehicle Authority, composed of industry members of the Authority, the Vice-Chairman of the Authority, and staff, meet to study all aspects of leasing of taxicab owner's licences, and report their findings to the Public Vehicle Authority.

L.08.02
(PVA-30-86)

31-86

That the report dated June 2, 1986 from Mr. A. Franks, Commissioner of Building, Zoning and Licensing, relating to notification received from Mr. Philip Sheridan of his intention to increase the monthly brokerage fees of Aeroport Taxi Services from \$200.00 to \$225.00 per month, be received.

L.08.02
(PVA-31-86)

32-86

That the Chairman of the Public Vehicle Authority and staff investigate the health hazard being created by buses left idling in close proximity to the taxicab stand at Square One, and report their findings to the Public Vehicle Authority.

L.08.01
(PVA-32-86)

CITY OF MISSISSAUGA

MINUTES

MEETING SEVEN EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS AND WORKS
DATE OF MEETING: MONDAY, JUNE 16, 1986, 9:35 A.M.
PLACE OF MEETING: COUNCIL CHAMBERS
MEMBERS PRESENT: Councillor H. Kennedy
Councillor L. Taylor (Chairman)
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn
MEMBERS ABSENT: Councillor F. McKechnie (due to illness)
OTHERS PRESENT: Councillor S. Mahoney (part)
Mayor H. McCallion (part)
STAFF PRESENT: Mr. W.P. Taylor, Commissioner of Engineering
and Works
Mr. A. McDonald, Director, Engineering
Department
Mr. T.L. Julian, City Clerk
Mr. J.B. Johnson, City Manager's Office
Ms. L. Mailer, Clerk's Department

DEPUTATIONS - 9:35 A.M.

- A. Mr. D. Apperley in lieu of Reverend D.M. O'Neill,
representing St. Ignatius Loyola Catholic Church
C.01.03
SEE ITEM 1

MATTERS CONSIDERED:

1. Report dated June 10, 1986, from the Commissioner of Engineering & Works in response to a letter March 19, 1986, from Rev. D.M. O'Neill of St. Ignatius Loyola Catholic Church requesting relief from a site plan condition requiring the applicant to pay the costs for construction of a left turn lane on Burnhamthorpe Road West (estimated cost \$15,000.00).

The subject site is located on the south side of Burnhamthorpe Road west of South Common Court. Burnhamthorpe Road in this area is a two lane road with left turn lanes at Glen Erin Drive and at South Common Court.

The architect for the church contacted the Engineering and Works Department early in 1985 and presented a preliminary site plan. It was requested by the applicant that an access be permitted to Burnhamthorpe Road. It was indicated that an access would be permitted, however, a left turn lane on Burnhamthorpe Road would be required. It was further indicated that the access may be restricted to right-in/right-out in the future when Burnhamthorpe Road is reconstructed. Also, the existing one foot reserve would have to be lifted by Council.

A site plan was circulated by the Planning Department under file S.P. 412-85. The site plan was considered at the December 27, 1985 Site Plan Committee at which time the requirement for the left turn lane was formally indicated by the Engineering and Works Department. The site plan is currently being recirculated for consideration at the June 12, 1986 Site Plan Committee.

Briefly, it is proposed that the church be constructed adjacent to Burnhamthorpe Road with one access to Burnhamthorpe Road and a second access point, by way of the existing school, to South Common Court.

The interconnection via the school will allow for shared parking between the church and the school as well as to provide additional access for both the church and for the school which currently has access via South Common Court.

Rev. O'Neill cites two reasons in support of his request for relief from the condition that a left turn lane be constructed on Burnhamthorpe Road:

June 25, 1986

1. It seems a shame for the church to have to spend the sum of \$15,000.00 that would ultimately be wasted when Burnhamthorpe Road is to be widened in the not too distant future.
2. Since the work that is required by the Engineering Department is not solely for the people of St. Ignatius Loyola Parish, but for the benefit of all the Community, we feel that all should share equally in its cost."

These points have been reviewed as follows:

1. The left turn lane requirements have been kept to the bare minimum recognizing the future reconstruction of Burnhamthorpe Road. The existing roadway is constructed with the north curb line in the ultimate position. The widening for the left turn lane is to the south and will not necessarily be lost when Burnhamthorpe Road is widened to the south.

There was a suggestion that the access to the church be restricted to a right-in/right-out access at this time by construction of a centre island. The Engineering Department had reviewed this suggestion and indicated that these works would have cost \$60,000 and would not be salvaged with the future widening of Burnhamthorpe Road.

With regard to the reconstruction of Burnhamthorpe Road between Erin Mills Parkway and Winston Churchill Boulevard this project was proposed for 1993, however, it has been deferred to 1994 in the current 1986-1995 Capital Budget. Based on this timing we do not feel that it is unreasonable to require the construction of a minimum left turn lane in support of the requested access.

2. The construction of a left turn lane on Burnhamthorpe Road is required in support of a requested access to a two lane facility. The access is of benefit to the church and as such it is a site specific improvement

RECOMMENDATION:

That the site plan condition be placed on S.P. 412-85, St. Ignatius Loyola Catholic Church, for the construction of a left turn lane on Burnhamthorpe Road in support of a proposed access, not be waived.

Mr. Apperley reiterated the Church's position as outlined above and pointed out that the traffic generated by the Church would not be during peak hours. In response to question, Mr. Apperley advised that they expect the Church to open in the Spring of 1987.

Staff pointed out that Church activities are not restricted to Sunday morning and based on the traffic patterns in the area it was their recommendation that the left turn lane be constructed at this time. Staff suggested that an alternative would be to obtain a letter of credit for the \$15,000 on the understanding that the situation would be reviewed once the Church was open.

Councillor Mahoney pointed out that there is a bottleneck on Burnhamthorpe Road from Mississauga Road to Glen Erin Drive in that this portion is 2 lanes while the remainder of Burnhamthorpe Road is 4 lanes. The portion from the Sawmill Creek to Erin Mills Parkway will be widened this year in that the tender has recently been awarded for the structure over the Creek. Further, it is anticipated that an application will be made very shortly for a 500 unit apartment building on the northwest corner of Erin Mills Parkway and Burnhamthorpe Road and this will add to the traffic congestion along this two lane portion of the Road.

Members of Committee expressed concern about the precedent which would be set and in response, Councillor Mahoney suggested that the left turn lane is not required because of the Church but is required because of the entire growth and development along Burnhamthorpe Road and the costs should be absorbed in the budget since it will benefit the entire community. It was further pointed out that this road is identified in the budget to be widened albeit not until 1994 and it did not seem appropriate that the Church should be required to pay \$15,000 at this time for works which will eventually be done by the City.

Staff advised that this project was originally included in 1993 but in the review of the 1986-1995 capital budget priorities it was moved to 1994.

Councillor Culham recommended that the condition be waived. This motion was voted on and carried.

Staff were requested to monitor the traffic in the area once the Church is operating and report on this need in the context of the budget.

C.01.03

See Recommendation OW-142-86 (D. Culham)

June 25, 1986

2. Report dated May 30, 1986, from the Commissioner of Engineering & Works in response to a letter dated May 13, 1986 from Dr. Ross C. Bennett, M.D., Chief Coroner for Ontario, concerning the Verdict of Coroner's Jury resulting from the inquest into the death of Pasquale Spiniello.

Mr. Pasquale Spiniello died on August 23, 1986. Mr. Spiniello had been thrown from a "fast moving car" which failed to negotiate a turn in Stavebank Road, north of Paisley Boulevard.

The Coroner's Jury made 12 recommendations with one recommendation being related to the City of Mississauga. The results of the Coroner's Jury are attached to this report. Recommendation 12 is the only recommendation related to the City:

- "12. An "S curve" sign should be posted prior to the S curve on Stavebank Road, near Paisley Boulevard and the road should have centre markings."

Following the accident the Traffic Section of the Engineering Department reviewed indepth the S curve and the surrounding area.

1. The subject 'S' curve in Stavebank Road has been in place since 1979 and was constructed to provide an access for the small residential area north of Paisley Boulevard after the realignment of Mavis Road. This was, until 1985, the only connection to the residential area and as such no traffic counts were conducted. However, the roadway serves a very limited area and, as such, it is a local road. A search of accident statistics indicated no previous accidents since 1979.
2. The speed limit is the statutory 50 km/h.
3. The existing signing at the curve consists of checkerboard signs for northbound and southbound traffic as well as several chevron type signs mounted on 8" x 8" guide posts which are installed around the curve for both directions. While street lighting is located in the area, all signs are retro-reflective.

The signing is, in our opinion, adequate based on the nature of the road and the signing is quite visible to identify the curve adequately in advance of the curve for motorists to slow down to properly negotiate the curve.

The Coroner's Jury recommended that advance signs be installed in advance of the curve and that a centreline be installed.

Based on a review of the area the Department does not feel that there is a need for advance signing or a centreline, however, in view of the Coroner's recommendation, the Engineering Department will erect advance signs and install a centreline through the curve.

RECOMMENDATION:

That the Engineering and Works Department install advance curve warning signs and a centreline through the 'S' curve on Stavebank Road, north of Paisley Boulevard.

Staff requested that this report be withdrawn at this time for further consideration as a result of proposed construction in the area.

E.03.06.03

Withdrawn

No Recommendation

3. Report dated June 12, 1986, from the Commissioner of Engineering & Works with respect to the reduction of Major Road Improvement Levy to be granted to the developer for the proposed residential subdivision known as River Grove Subdivision - Phase I, T-76037 located west of Creditview Road and north of McCaugherty Road. Under the standard Financial Agreement, the developer would be responsible for payment of a Major Road Improvement Levy in the amount of \$825,283.54 (EIGHT HUNDRED AND TWENTY FIVE THOUSAND TWO HUNDRED AND EIGHTY THREE DOLLARS AND FIFTY FOUR CENTS) based on the present rate of \$19,974.00 (NINETEEN THOUSAND NINE HUNDRED AND SEVENTY FOUR DOLLARS) per hectare.

Under the terms of the proposed Servicing Agreement, the developer is responsible for the reconstruction of McCaugherty Road from Creditview Road to the Credit River. This section of road was considered in the calculation of the Major Road Improvement Levy. Based on standard procedure, the developer should receive a credit for 70% of the cost for a four lane curb and gutter road with a roadway storm sewer including intersection improvements. The amount of the credit Council should be considering for Phase I of Plan T-76037 equals \$613,023.03 (SIX HUNDRED AND THIRTEEN THOUSAND AND TWENTY THREE DOLLARS AND THREE CENTS).

RECOMMENDATION:

That the Financial Agreement for Phase I of Plan T-76037 located west of Creditview Road and north of McCaugherty Road indicate that a credit of \$613,023.03 (SIX HUNDRED AND THIRTEEN THOUSAND AND TWENTY THREE DOLLARS AND THREE CENTS) is to be afforded to Creditview Estate Homes Limited, 250 Consumers Road, Suite 1102, Willowdale, Ont, M2J 4V6, against the Major Road Improvement Levy.

This report was deleted as it had been dealt with directly by Council at its meeting on June 23, 1986 by Resolution 331-86.

T-76037

Deleted

No Recommendation

4. Report dated June 12, 1986, from the Commissioner of Engineering & Works regarding a reduction of Major Road Improvement Levy to be granted to the developer for the proposed residential subdivision known as Heritage Hills Subdivision (Kee Group Inc.) T-84024 located south of Eglinton Avenue West and east of Mavis Road. This residential plan of subdivision is proposed on lands south of Eglinton Avenue West and east of Mavis Road. Under the standard Financial Agreement, the developer would be responsible for payment of a Major Road Improvement Levy in the amount of \$514,530.24 (FIVE HUNDRED AND FOURTEEN THOUSAND FIVE HUNDRED AND THIRTY DOLLARS AND TWENTY FOUR CENTS) based on the present rate of \$19,974.00 (NINETEEN THOUSAND NINE HUNDRED AND SEVENTY FOUR DOLLARS) per hectare.

Under the terms of the proposed Servicing Agreement, the developer is responsible for the construction of Huntington Ridge Drive through this plan of subdivision. This section of road was considered in the calculation of the Major Road Improvement Levy. Based on standard procedure of crediting a developer for 70% of the cost for a four lane paved curb and gutter road with a roadway storm sewer, we find that a credit in the amount of \$188,441.17 (ONE HUNDRED AND EIGHTY-EIGHT THOUSAND FOUR HUNDRED AND FORTY-ONE DOLLARS AND SEVENTEEN CENTS) should be considered by Council against the Major Road Improvement Levy for Plan T-84024.

June 25, 1986

RECOMMENDATION:

That the Financial Agreement for Plan T-84024 located south of Eglinton Avenue West and east of Mavis Road indicate that a credit of \$188,441.17 (ONE HUNDRED AND EIGHTY-EIGHT THOUSAND FOUR HUNDRED AND FORTY-ONE DOLLARS AND SEVENTEEN CENTS) is to be afforded to Kee Group Inc.

T-84024

Approved

See Recommendation OW-143-86 (D. Culham)

5.

Report dated June 6, 1986, from the Commissioner of Engineering & Works in response to a request to waive Condition 6b of Schedule C of the Servicing Agreement for Central Erin Mills - Neighbourhood 201A, Plan 43M-548, located south of Eglinton Avenue West and east of Erin Mills Parkway. The design consultant for the Chasewood Townhomes (S.P. 104-86) have requested that the City waive Condition 6b in Schedule C of the Servicing Agreement which states that:

"No development will be permitted within Block 64 except as a part of the development of the remainder of the hospital ancillary block, and then only for use as parking and landscaping, with no buildings or structures permitted thereon."

Block 64 is located adjacent to the Quenippenon Brook (Block 62) and was to be developed in conjunction with the hospital ancillary block at the southeast corner of Credit Valley Road and Eglinton Avenue West. A small portion of the east end of Block 64 was not required for hospital ancillary useage and has been included in the Chasewood Townhomes project situated on the south side of Eglinton Avenue between the hospital ancillary block and The Chase.

The Credit Valley Conservation Authority have indicated that they would not object to the approval of this site plan provided detailed grading plans for the proposed townhouses indicating existing and proposed grades be prepared to the satisfaction of that authority.

June 25, 1986

RECOMMENDATION:

That Condition 6b of Schedule C of the Servicing Agreement for Central Erin Mills - Neighbourhood 201A, Plan 43M-548, located south of Eglinton Avenue West and east of Erin Mills Parkway, be waived subject to receipt of grading plans satisfactory to the Credit Valley Conservation Authority.

B.06.548.02

Approved

See Recommendation OW-144-86 (H. Kennedy)

6. Report dated June 10, 1986, from the Commissioner of Engineering & Works with respect to the naming of the street in front of the Civic Centre as City Centre Drive. The address for the Civic Centre would be 300 City Centre Drive and the address for the Central Library, etc. on the south half of the parcel would be 301.

RECOMMENDATION:

That the report dated June 10, 1986, from the Commissioner of Engineering and Works with respect to the municipal address for the Civic Centre be received.

C.05.01

Received

See Recommendation OW-145-86 (H. Kennedy)

7. Report dated June 5, 1986, from the Commissioner of Engineering & Works in response to the proposed street name Gottardo Court. The submission was reviewed by the Region of Peel Street Names Committee on June 4, 1986 and approved.

RECOMMENDATION:

That "GOTTARDO COURT" be approved for use as a street name in proposed Plan of Subdivision T-78051, Gottardo Properties.

T-78051

Approved

See Recommendation OW-146-86 (T. Southorn)

8. Report dated June 10, 1986, from the Commissioner of Engineering & Works with respect to the proposed closure of Eglinton Avenue between Erin Mills Parkway and Winston Churchill Boulevard (Central Erin Mills Neighbourhoods 210/211), between August 4 and October 31, 1986, to allow for extensive road works and servicing for Erin Mills Neighbourhoods 210/211.

Local access will be maintained to accommodate the existing properties on Eglinton Avenue.

The installation of advance notification signs is scheduled for early July, with the appropriate detour signs being erected prior to the actual closure.

The Engineering Department has no objection to this request subject to the satisfaction of the usual road closure conditions.

RECOMMENDATION:

- (a) That the Proctor and Redfern Group be granted permission to close Eglinton Avenue between Erin Mills Parkway and Winston Churchill Boulevard between August 4 and October 31, 1986 subject to the following conditions.
- (i) Completion of a road closure permit at least five days prior to the closure date;
 - (ii) Proof of liability insurance in the amount of at least two million dollars naming the City as co-insured;
 - (iii) Notification of all agencies including Mississauga Transit, Fire and Police, Central Ambulance, School Boards and the Region of Peel Engineering Department;
 - (iv) Notification of all residents of this portion of Eglinton Avenue, in writing, at least five days prior to the closure, including names and phone numbers of appropriate contacts;
 - (v) That the installation and maintenance of all signs be the responsibility of the applicant.
- (b) That a by-law be enacted authorizing the temporary closure of Eglinton Avenue between Erin Mills Parkway and Winston Churchill Boulevard.

F.02.04.03

Approved

See Recommendation OW-147-86 (T. Southorn)

9. Report dated June 17, 1986, from the Commissioner of Engineering & Works with respect to the proposed temporary closure of Verbena Road at Tomken Road requested by The Westwood Drain Company Ltd., under contract with the Ministry of Environment to install a 1500 mm pressure watermain along the west boulevard of Tomken Road.

In order to safely cross the intersection of Verbena Road and Tomken Road, the contractor has requested permission to close this intersection to accommodate the required 7 meter deep by 4 meter wide trench, the large pipe and the construction machinery.

Since alternate access to all local establishments is available via Meyerside Drive/Kestrel Road/Britannia Road, this department would not object to this temporary closure.

Due to current strikes by various construction worker unions, the exact dates for this closure cannot be specified. The work will however require at least three days, and perhaps five, closure to complete.

In the near future, the contractor will also be crossing Meyerside Drive and Courtney Park Drive, and has requested similar closures. However, due to the importance of these intersections and the limited detour availabilities around these intersections, we cannot support full road closures. We do recognize the difficulty the contractor will experience, and in this regard we will attempt to accommodate the restricting of traffic through these intersections. Arrangements are underway with respect to the temporary relocation of various traffic signal hardware.

RECOMMENDATION:

- (a) That the Westwood Drain Company Ltd., be granted permission to temporarily close Verbena Road at Tomken Road for a maximum of five days during the project time limits depending on the duration of the current strikes.
- (b) That the Westwood Drain Company Ltd., not be granted permission to close Meyerside Drive nor Courtney Park Drive at Tomken Road in conjunction with this project.
- (c) That a by-law be passed authorizing the temporary closure of Verbena Road at Tomken Road for a maximum of five days within the project time limits.

F.02.04.03

Approved

See Recommendation OW-148-86 (D. Culham)

10. Report dated June 16, 1986, from the Commissioner of Engineering & Works with respect to the temporary closure of Tenth Line West July 27, 1986 and August 17, 1986. Mr. Jim Mihell, Union Gas, has requested permission to close Tenth Line West between Aquitaine Avenue and Derry Road between the hours of 7:00 a.m. and 7:00 p.m. on two separate days, Sunday, July 27 and Sunday, August 17, 1986.

The closures are required to replace two existing gas mains in order to satisfy the new requirements as set out by the Ontario Energy Board. In view of the complexity of the work, two separate closings are necessary.

Engineering staff have reviewed the proposal on site with personnel from Union Gas, and with Councillor Southorn, and have concluded that Sunday work between the hours of 7:00 a.m. and 7:00 p.m. would be ideal. The applicant will be responsible for all on-site closure signage including detours, other than advance notification signs which will be erected by the Engineering Department.

The Engineering Department has no objection to the closures subject to the usual conditions for road closures.

RECOMMENDATION:

- (a) That permission be granted to Union Gas to close Tenth Line West between Aquitaine Avenue and Derry Road on Sunday, July 27, 1986 and on Sunday, August 17, 1986 between the hours of 7:00 a.m. and 7:00 p.m. subject to the following conditions:
 - (i) Completion of road closure permits with the Engineering Department at least five days prior to the events.
 - (ii) Proof of liability insurance in the amount of at least two million dollars naming the City as co-insured.
 - (iii) Re-instatement of the road allowance to its original condition.
 - (iv) That the applicant erect and maintain all road closure and detour signs, placed in accordance with the requirements of the M.T.C. Traffic Control Manual for Roadway Work Operations.
- (b) That a by-law be passed to authorize the temporary closures of Tenth Line West between Aquitaine Avenue and Derry Road

F.02.04.03

Approved

See Recommendation OW-149-86 (T. Southorn)

11. Report dated June 17, 1986, from the Commissioner of Engineering & Works in response to a request from Sue Cunningham on behalf of the residents of the new portion of Vista Boulevard have requested permission to close this portion of roadway for the purpose of a street party on Saturday, July 12, 1986 between the hours of 2:00 p.m. and 1:00 a.m. (July 13). A petition has been submitted with the approval of greater than two thirds of the abutting residents.

This is the second year for this event, and since it was completed problem-free last year, the Engineering Department has no objections to this year's closure subject to the usual conditions for special events.

RECOMMENDATION:

- (a) That Sue Cunningham and the residents of Vista Drive be granted permission to close a portion of Vista Drive for a street party on Saturday, July 12 between the hours of 2:00 p.m. and 1:00 a.m. on July 13, subject to the following conditions:
- (i) That a road closure permit be completed with the Engineering Department at least five days prior to the event.
 - (ii) That a "hold harmless" agreement be signed with the City stating that the applicant is responsible for their own liability incurred as a result of their activities.
 - (iii) That the applicant obtain and return, at their own expense, road closed signs, as deemed necessary by this department.
- (b) That a by-law be passed authorizing the temporary closure of a portion of Vista Drive on Saturday, July 12 and Sunday July 13, 1986.

F.02.04.04

Approved

See Recommendation OW-150-86 (T. Southorn)

12. Report dated June 3, 1986, from the Commissioner of Engineering & Works in response to a request from the area representative, Councillor David Culham, acting on behalf of the Glensharon Community, to look into several traffic related matters in this community. These matters have been reviewed and are summarized in the report.

June 25, 1986

RECOMMENDATION:

- (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of an all-way stop at Avongate Drive and Brigantine Avenue as warrants are met on a volume basis.
- (b) That the Peel Regional Police be requested to continue enforcement of the existing speed limits, particularly on Rosemary Drive.
- (c) That no parking 8:00 a.m. to 6:00 p.m., Monday to Friday, signs be erected on Avongate Drive, adjacent to the park, both sides.
- (d) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking from 8:00 a.m. to 6:00 p.m., Monday to Friday, on the west side of Rosemary Drive from Nikanna Road to Sami Street.
- (e) That no parking anytime, fifteen metre corner restrictions be erected at Rosemary Drive/Sami Street, Rosemary Drive/Brigantine Avenue, and Rosemary Drive/Nikanna Road.
- (f) That the Glensharon Community Association, The Peel Board of Education and The Dufferin-Peel Roman Catholic Separate School Board, be requested to initiate an educational program on an ongoing basis to inform the community about the hazards of poor driving habits and excessive speeds.

F.06.04.05

Approved

See Recommendation 151-86 (D. Culham)

13. Report dated June 10, 1986, from the Commissioner of Engineering & Works regarding traffic control at the intersection of Birchwood Drive/ Lorne Park Road/Glen Road.

At a public meeting involving residents of the White Oaks Community, the issue of traffic control at the intersection of Birchwood Drive/Lorne Park Road/Glen Road was raised. The residents feel that steps should be taken to improve the level of safety within the area of the intersection.

June 25, 1986

Although there are only nine homes on Glen Road, the residents feel that the existing northbound 'Yield' sign on Glen Road is not sufficient control. Prior to the summer of 1983, Birchwood Drive was controlled by a 'Yield' sign, however, at the request of former Ward 2 Councillor M. Marland, this was changed to the current sign on Glen Road.

The Engineering Department has reviewed the intersection and although traffic volumes on Glen Road are very light, and no reportable collisions have occurred at the intersection since January 1979, in view of the limited sight lines we would have no objection in changing the northbound 'Yield' sign to a 'Stop' sign. In conjunction with this, it is recommended that a stop bar be painted for northbound Glen Road as well as a short stretch of yellow centreline for additional motorist assistance within the intersection.

RECOMMENDATION:

- (a) That the existing northbound 'Yield' sign on Glen Road be changed to a 'Stop' sign.
- (b) That a northbound stop bar on Glen Road as well as a short stretch of yellow centreline be painted to improve the level of safety within the intersection.
- (c) That a by-law be passed to authorize the change in control from a 'Yield' to 'Stop' sign on Glen Road.

At the request of the Ward Representative, Councillor P. Mullin, the Commissioner recommended that this report be withdrawn at this time for an on site inspection with Councillor Mullin.

F.06.04.05

Withdrawn
No Recommendation

14. Report dated June 16, 1986, from the Commissioner of regarding 'Yield' signs at the intersections of Central Parkway East with Bloor Street and Cliff Road North.

This department has observed that a 'Yield' sign is required for the northbound to eastbound movement of Cliff Road North and Central Parkway East, and that a 'Yield' sign is in place but not required for the northbound to eastbound movement of Central Parkway East and Bloor Street, in accordance with the regulations of the Highway Traffic Act.

In accordance with the Highway Traffic Act, since the northbound lane of Cliff Road North is not continuous, and does not become the eastbound curb lane of Central Parkway East, then motorists must yield right-of-way prior to entering Central Parkway East. Therefore a 'Yield' sign is required.

In the latter case, since the northbound slip-off lane of Central Parkway East is continuous and becomes the eastbound curb lane of Bloor Street, then motorists are not required to yield right-of-way, and a 'Yield' sign is not required.

In previous correspondence with the Peel Regional Police, these observations, as well as our recommendations, have been supported.

Currently, a westbound to northbound 'Yield' sign for Bloor Street and Central Parkway East is in place, and a by-law amendment is also required for this sign, as there are no listings in Schedule 12 for any of these 'Yield' signs.

RECOMMENDATION:

- (a) That a 'Yield' sign be erected for the northbound to eastbound movement of Cliff Road North and Central Parkway East.
- (b) That the existing 'Yield' sign for the northbound to eastbound movement of Central Parkway East and Bloor Street be removed.
- (c) That a by-law be passed authorizing the installation and removal of 'Yield' signs at Cliff Road North and Central Parkway East, and Central Parkway East and Bloor Street respectively.

F.06.04.05

Approved

See Recommendation OW-152-86 (L. Taylor)

15. Report dated June 16, 1986, from the Commissioner of Engineering & Works regarding a parking prohibition on Central Parkway West at the C.P.R. spur line. In connection with the application by the City to the Canadian Transport Commission with respect to the proposed "anti-whistling" By-law, a number of conditions require fulfillment. One of these conditions is the prohibiting of parking on Central Parkway West, within 60 meters each side of the railway spur line.

Although train traffic on the spur line is very minimal, the trains are still required by law to whistle prior to crossing unless the train movements are guided by a 'flag' crew. In order to ensure proper unobstructed sight lines for the 'flag' crews, parking within 60 meters of the rail line is to be prohibited.

Since parking is currently prohibited on the north side of Central Parkway West (formerly Gillian Street) this additional prohibition is only required on the south side.

In view of the current listing for Gillian Street, and in conjunction with the completion and name change to Central Parkway West, an amendment to By-law 444-79 is also required for the existing north side parking prohibition.

RECOMMENDATION:

That parking be prohibited on the south side of Central Parkway West within 60 meters each side of the C.P.R. spur line; and that a by-law be passed to authorize this parking prohibition.

F.06.04.02

Approved

See Recommendation OW-153-86 (D. Culham)

16. Report dated May 30, 1986, from the Commissioner of Engineering & Works in response to a request from Councillor Culham that parking be prohibited on both sides of The Credit Woodlands between Dundas Street and the south leg of Ballyclare Drive.

Apparently overflow visitors parking from the condominium at the northeast corner of Dundas Street is congesting this area of The Credit Woodlands.

June 25, 1986

This department has reviewed the area and concur with the Councillor. However, based on the number of vehicles parked on Ballyclare Drive, we would also recommend the installation of 15 meter 'No Parking' corner restrictions on the south leg of Ballyclare Drive.

Since there are listings currently within By-law 444-79 prohibiting parking on The Credit Woodlands as well as within 15 meters of a non-signalized intersection, amendments to the by-law are not required.

RECOMMENDATION:

- (a) That 'No Parking Anytime' signs be erected on both sides of The Credit Woodlands between Dundas Street and the south leg of Ballyclare Drive.
- (b) That 'No Parking Anytime' signs be erected on both sides of the south leg of Ballyclare Drive within 15 meters of The Credit Woodlands.

F.06.04.02

Approved

See Recommendation OW-154-86 (D. Culham)

17.

Report dated June 11, 1986, from the City Solicitor with respect to the Release and Abandonment of a temporary easement on Plan 43M-475, Alcester Investments Limited Industrial Subdivision, Pacific Gate and Pacific Circle. The Servicing Agreement required a 6 metre wide temporary emergency access road easement across Blocks 10, 11, 20 and 21 until the road pattern was completed by the development of the adjacent lands which has now occurred.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Release and Abandonment of a temporary easement in favour of The Corporation of the City of Mississauga registered on March 25, 1983, as Instrument No. 411449 over part of Blocks 10, 11, 20 and 21, Plan 43M-475 being Parts 10, 11, 12 and 13 Plan 43R-10542.

B.06.475.02

Approved

See Recommendation OW-155-86 (D. Culham)

18. Report dated June 5, 1986, from the Commissioner of Building, Zoning and Licensing in response to a letter dated December 19, 1985, from Mr. Nelson G. Scott, suggesting that no smoking signs be posted in all public offices such as dentists, doctors, chiropractors, etc. and the scale of fines increased such that the minimum fine is no less than \$1,000.00. Section 28 of By-law 445-79 provides for a fine of not more than \$1,000.00, exclusive of costs, upon conviction of any person found in contravention of the provisions of the by-law. The penalty imposed by the by-law is reasonable one and should not be changed. Furthermore, considering the limited manpower resources and the City wide obligations as far as the enforcement of all the other by-laws are concerned, the Building Department is not in a position to initiate a systematic program for enforcement of no smoking signs in offices. However, the Officers will followup on any specific complaints received.

RECOMMENDATION:

That no changes be made to Section 28 of the "No Smoking" By-law 445-79 which provides on summary conviction for a fine of not more than \$1,000.00 exclusive of costs and that any specific complaints with respect to the lack of "No Smoking" signs in the offices of dentists, doctors, chiropractors and other professionals, be referred to the By-law Enforcement.

L.07.01

Approved

See Recommendation OW-156-86 (D. Culham)

19. Report dated June 6, 1986, from the Commissioner of Building, Zoning and Licensing in response to a letter dated April 16, 1986, from Mrs. Betty Porteous of 3449 Clanfield Crescent, Mississauga, for relief from the Fence By-law Restriction as the fence measured 8 ft. high, 1 ft. 5 ins. above the 6 ft. 7 ins. restriction. Mrs. Porteous explained that the fence was to provide privacy from a neighbour's raised patio deck and an unsightly dog kennel in the rear yard.

RECOMMENDATION:

That Mrs. Betty Porteous of 3449 Clanfield Crescent, Mississauga, be permitted to maintain a 20 ft. section of the fence between the property line of 3443 Clanfield Crescent at a height of 8 ft.

L.05.01

Approved

See Recommendation OW-157-86 (H. Kennedy)

20. Report dated June 17, 1986, from the Commissioner of Building, Zoning and Licensing with respect to an amendment to Schedule "A" of the Plumbing By-law 190-76 required due to staff changes.

RECOMMENDATION:

That a by-law be enacted to amend Plumbing By-law No. 190-76, as amended, to reflect changes in staff in Schedule "A".

L.07.01.02

Approved

See Recommendation OW-158-86 (D. Culham)

21. Report dated June 17, 1986, from the Commissioner of Building, Zoning and Licensing with respect to an amendment to Schedule "A" of By-law 115-76, being a by-law pursuant to The Building Code Act, to reflect staff changes.

RECOMMENDATION:

That a by-law be enacted to amend By-law No. 115-76, being a by-law pursuant to The Building Code Act to reflect staff changes.

L.07.01.02

Approved

See Recommendation OW-159-86 (D. Culham)

22. Report dated June 4, 1986, from the Commissioner of Building, Zoning and Licensing with respect to a Housekeeping Agreement required for Mississauga Executive Enterprises Limited the owner of premises known municipally a 3 Robert Speck Parkway required as a condition of building permit application.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Housekeeping Agreement dated April 11, 1986, between The Corporation of the City of Mississauga and Mississauga Executive Enterprises Limited for 3 Robert Speck Parkway.

B.01.04

Approved

See Recommendation OW-160-86 (D. Culham)

23. Report dated June 4, 1986, from the Commissioner of Building, Zoning and Licensing with respect to a Housekeeping Agreement required for Richvalley Construction Limited the owner of premises known municipally a 284 Watline Avenue required as a condition of building permit application.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Housekeeping Agreement dated March 13, 1986, between The Corporation of the City of Mississauga and Richvalley Construction Limited for 284 Watline Avenue.

B.01.04

Approved

See Recommendation OW-161-86 (H. Kennedy)

24. Report dated June 4, 1986, from the Commissioner of Building, Zoning and Licensing with respect to a Housekeeping Agreement required for Maingate Investments Limited the owner of premises known municipally a 274 Watline Avenue required as a condition of building permit application.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Housekeeping Agreement dated March 13, 1986, between The Corporation of the City of Mississauga and Maingate Investments Limited for 274 Watline Avenue.

B.01.04

Approved

See Recommendation OW-162-86 (H. Kennedy)

25. Report dated June 4, 1986, from the Commissioner of Building, Zoning and Licensing with respect to a Housekeeping Agreement required for R.R.T.N. Holdings Company Limited the owner of premises known municipally as 264 Watline Avenue required as a condition of building permit application.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Housekeeping Agreement dated March 13, 1986, between The Corporation of the City of Mississauga and R.R.T.N. Holdings Company Limited for 264 Watline Avenue.

B.01.04

Approved

See Recommendation OW-163-86 (D. Culham)

26. Report 4-86 of the Public Vehicle Authority meeting held on June 10, 1986.

A.03.04.01

Approved

See Recommendations OW-164-86 to OW-168-86 (H. McCallion)

Recommendations:

As per Report 7-86

Adjournment:

10:35 A.M.

OPERATIONS AND WORKS COMMITTEE

JUNE 25, 1986

REPORT 7-86

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its seventh report and recommends:

OW-142-86 (a) That the site plan condition on S.P. 412-85, St. Ignatius Loyola Catholic Church, requiring the construction of a left turn lane on Burnhamthorpe Road be waived.

(b) That traffic patterns be monitored along Burnhamthorpe Road West from Erin Mills Parkway to Glen Erin Drive and considered in the context of the Capital Budget.

C.01.03
(OW-142-86)

OW-143-86 That the Financial Agreement for Plan T-84024 located south of Eglinton Avenue West and east of Mavis Road indicate that a credit of \$188,441.17 (ONE HUNDRED AND EIGHTY-EIGHT THOUSAND FOUR HUNDRED AND FORTY-ONE DOLLARS AND SEVENTEEN CENTS) is to be afforded to Kee Group Inc. against the Major Road Improvement Levy.

T-84024
(OW-143-86)

OW-144-86 That Condition 6b of Schedule C of the Servicing Agreement for Central Erin Mills - Neighbourhood 201A, Plan 43M-548, located south of Eglinton Avenue West and east of Erin Mills Parkway, be waived subject to receipt of grading plans satisfactory to the Credit Valley Conservation Authority.

B.06.548.02
(OW-144-86)

OW-145-86 That the report dated June 10, 1986, from the Commissioner of Engineering and Works advising that the municipal address for the Civic Centre will be 300 City Centre Drive be received.

C.05.01
(OW-145-86)

OW-146-86 That "GOTTARDO COURT" be approved for use as a street name in proposed Plan of Subdivision T-78051, Gottardo Properties.

T-78051
(OW-146-86)

- OW-147-86 (a) That the Proctor and Redfern Group be granted permission to close Eglinton Avenue between Erin Mills Parkway and Winston Churchill Boulevard between August 4 and October 31, 1986 subject to the following conditions:
- (i) Completion of a road closure permit at least five days prior to the closure date;
 - (ii) Proof of liability insurance in the amount of at least two million dollars naming the City as co-insured;
 - (iii) Notification of all agencies including Mississauga Transit, Fire and Police, Central Ambulance, School Boards and the Region of Peel Engineering Department;
 - (iv) Notification of all residents of this portion of Eglinton Avenue, in writing, at least five days prior to the closure, including names and phone numbers of appropriate contacts;
 - (v) That the installation and maintenance of all signs be the responsibility of the applicant.

- (b) That a by-law be enacted authorizing the temporary closure of Eglinton Avenue between Erin Mills Parkway and Winston Churchill Boulevard.

F.02.04.03
(OW-147-86)

- OW-148-86 (a) That the Westwood Drain Company Ltd., be granted permission to temporarily close Verbena Road at Tomken Road for a maximum of five days during the project time limits depending on the duration of the current strikes.
- (b) That the Westwood Drain Company Ltd., not be granted permission to close Meyerside Drive nor Courtney Park Drive at Tomken Road in conjunction with this project.
- (c) That a by-law be passed authorizing the temporary closure of Verbena Road at Tomken Road for a maximum of five days within the project time limits.

F.02.04.03
(OW-148-86)

- OW-149-86 (a) That permission be granted to Union Gas to close Tenth Line West between Aquitaine Avenue and Derry Road on Sunday, July 27, 1986 and on Sunday, August 17, 1986 between the hours of 7:00 a.m. and 7:00 p.m. subject to the following conditions:
- (i) Completion of road closure permits with the Engineering Department at least five days prior to the events.
- (ii) Proof of liability insurance in the amount of at least two million dollars naming the City as co-insured.
- (iii) Re-instatement of the road allowance to its original condition.
- (iv) That the applicant erect and maintain all road closure and detour signs, placed in accordance with the requirements of the M.T.C. Traffic Control Manual for Roadway Work Operations.
- (b) That a by-law be passed to authorize the temporary closures of Tenth Line West between Aquitaine Avenue and Derry Road

F.02.04.03
(OW-149-86)

June 25, 1986

- OW-150-86 (a) That the residents of Vista Drive be granted permission to close a portion of Vista Drive for a street party on Saturday, July 12 between the hours of 2:00 p.m. and 1:00 a.m. on July 13, subject to the following conditions:
- (i) That a road closure permit be completed with the Engineering Department at least five days prior to the event.
 - (ii) That a "hold harmless" agreement be signed with the City stating that the applicant is responsible for their own liability incurred as a result of their activities.
 - (iii) That the applicant obtain and return, at their own expense, road closed signs, as deemed necessary by this department.
- (b) That a by-law be passed authorizing the temporary closure of a portion of Vista Drive on Saturday, July 12 and Sunday July 13, 1986.

F.02.04.04
(OW-150-86)

- OW-151-86 (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of an all-way stop at Avongate Drive and Brigantine Avenue as warrants are met on a volume basis.
- (b) That the Peel Regional Police be requested to continue enforcement of the existing speed limits, particularly on Rosemary Drive.
- (c) That no parking 8:00 a.m. to 6:00 p.m., Monday to Friday, signs be erected on Avongate Drive, adjacent to the park, both sides.
- (d) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking from 8:00 a.m. to 6:00 p.m., Monday to Friday, on the west side of Rosemary Drive from Nikanna Road to Sami Street.
- (e) That no parking anytime, fifteen metre corner restrictions be erected at Rosemary Drive/Sami Street, Rosemary Drive/Brigantine Avenue, and Rosemary Drive/Nikanna Road.

- (f) That the Glensharon Community Association, The Peel Board of Education and The Dufferin-Peel Roman Catholic Separate School Board, be requested to initiate an educational program on an ongoing basis to inform the community about the hazards of poor driving habits and excessive speeds.

F.06.04.05
(OW-151-86)

- OW-152-86 (a) That a 'Yield' sign be erected for the northbound to eastbound movement of Cliff Road North and Central Parkway East.
- (b) That the existing 'Yield' sign for the northbound to eastbound movement of Central Parkway East and Bloor Street be removed.
- (c) That a by-law be passed authorizing the installation and removal of 'Yield' signs at Cliff Road North and Central Parkway East, and Central Parkway East and Bloor Street respectively.

F.06.04.05
(OW-152-86)

- OW-153-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on the south side of Central Parkway West within 60 meters each side of the C.P.R. spur line.

F.06.04.02
(OW-153-86)

- OW-154-86 (a) That 'No Parking Anytime' signs be erected on both sides of The Credit Woodlands between Dundas Street and the south leg of Ballyclare Drive.
- (b) That 'No Parking Anytime' signs be erected on both sides of the south leg of Ballyclare Drive within 15 meters of The Credit Woodlands.

F.06.04.02
(OW-154-86)

June 25, 1986

- OW-155-86 That a by-law be enacted to authorize execution of the Release and Abandonment of a temporary easement in favour of The Corporation of the City of Mississauga registered on March 25, 1983, as Instrument No. 411449 over part of Blocks 10, 11, 20 and 21, Plan 43M-475 being Parts 10, 11, 12 and 13 Plan 43R-10542 (Alcester Investments Limited Industrial Subdivision - Pacific Gate and Pacific Circle).
- B.06.475.02
(OW-155-86)
- OW-156-86 That no changes be made to Section 28 of the "No Smoking" By-law 445-79 which provides on summary conviction for a fine of not more than \$1,000.00 exclusive of costs and that any specific complaints with respect to the lack of "No Smoking" signs in the offices of dentists, doctors, chiropractors and other professionals, be referred to By-law Enforcement.
- L.07.01
(OW-156-86)
- OW-157-86 That Mrs. Betty Porteous of 3449 Clanfield Crescent, Mississauga, be permitted to maintain a 20 ft. section of the fence between the property line of 3443 Clanfield Crescent at a height of 8 ft.
- L.05.01
(OW-157-86)
- OW-158-86 That a by-law be enacted to amend Plumbing By-law No. 190-76, as amended, to reflect changes in staff in Schedule "A".
- L.07.01.02
(OW-158-86)
- OW-159-86 That a by-law be enacted to amend By-law No. 115-76, being a by-law pursuant to The Building Code Act to reflect staff changes.
- L.07.01.02
(OW-159-86)

OW-160-86 That a by-law be enacted to authorize execution of the Housekeeping Agreement dated April 11, 1986, between The Corporation of the City of Mississauga and Mississauga Executive Enterprises Limited for 3 Robert Speck Parkway.

B.01.04
(OW-160-86)

OW-161-86 That a by-law be enacted to authorize execution of the Housekeeping Agreement dated March 13, 1986, between The Corporation of the City of Mississauga and Richvalley Construction Limited for 284 Watline Avenue.

B.01.04
(OW-161-86)

OW-162-86 That a by-law be enacted to authorize execution of the Housekeeping Agreement dated March 13, 1986, between The Corporation of the City of Mississauga and Maingate Investments Limited for 274 Watline Avenue.

B.01.04
(OW-162-86)

OW-163-86 That a by-law be enacted to authorize execution of the Housekeeping Agreement dated March 13, 1986, between The Corporation of the City of Mississauga and R.R.T.N. Holdings Company Limited for 264 Watline Avenue.

B.01.04
(OW-163-86)

OW-164-86 (a) That the verbal presentation of Mr. Steven Offer, MPP, Mississauga North, to the Public Vehicle Authority, on June 10, 1986, with regard to the recent developments with the Minister of Municipal Affairs regarding proposed changes to the Municipality of Toronto Act, which would have serious implications for the Mississauga taxicab industry, be received for information.

June 25, 1986

- (b) That the Minister of Municipal Affairs be asked to clarify, in writing, the last paragraph of his letter of May 12, 1986, to Mayor McCallion, in which he states: "I will, of course, draft the proposed legislative amendments after taking account of the Commission's review so that we can attain an orderly and smooth transition with minimum disruption to the consumer".

L.08.04.02
L.08.04.03
(PVA-28-86)

- OW-165-86 (a) That the letter dated March 31, 1986, from Mr. Mark Reynolds, Peel Taxi #115, with regard to the issuance of a taxicab plate to Leona Latham considered by the Public Vehicle Authority at its meeting on June 10, 1986, be received for information.

- (b) That the report dated May 9, 1986 from M. Virginia MacLean, Director of Legal Services, with regard to Appeals to the Appeal Committee under By-law 697-84, as amended, considered by the Public Vehicle Authority at its meeting on June 10, 1986, be received for information.

L.08.05.01
(PVA-29-86)

- OW-166-86 That a Subcommittee of the Public Vehicle Authority, composed of industry members of the Authority, the Vice-Chairman of the Authority, and staff, meet to study all aspects of leasing of taxicab owner's licences, and report their findings to the Public Vehicle Authority.

L.08.02
(PVA-30-86)

- OW-167-86 That the report dated June 2, 1986 from Mr. A. Franks, Commissioner of Building, Zoning and Licensing, relating to notification received from Mr. Philip Sheridan of his intention to increase the monthly brokerage fees of Aeroport Taxi Services from \$200.00 to \$225.00 per month, be received.

L.08.02
(PVA-31-86)

OW-168-86 That the Chairman of the Public Vehicle Authority and staff investigate the health hazard being created by buses left idling in close proximity to the taxicab stand at Square One, and report their findings to the Public Vehicle Authority.

L.08.01
(PVA-32-86)

July 9 1986

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

JULY 9, 1986, 9:30 A.M.

COUNCIL CHAMBERS

Members: Councillor H. Kennedy
Councillor L. Taylor
Councillor F. McKechnie (Chairman)
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn

Prepared by: Linda Mailer, Clerk's Department
Date: July 3, 1986

Committee Members are requested to contact the appropriate
Department Heads prior to the meeting if greater explanation or
detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - JULY 9, 1986

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	A.03.04.05	Traffic Safety Council Report 5-86 - June 25, 1986
2.	C.01.03 E.01.02	Easements - Possible Future Grade Separation Works - Erindale Station Road at C.P.R. and Dearborn Chemical Company Limited - 3451 Erindale Station Road
3.	T-77060	Matthews Group Ltd. - Exemption from Major Watercourse Improvement Levy and Reduction of Major Road Improvement Levy - The Woods
4.	B.06.283.02	Kathrose Development - Draw on Developer's Securities
5.	B.06.502.02	Heritage Oaks Subdivision - Draw on Developer's Securities
6.	T-83030	Relocation of Hydro and Bell Poles - Eglinton Avenue between Erin Mills Parkway and Winston Church Blvd. - Draw on Major Road Improvement Levy Reserve Fund
7.	E.03.06.03	Ice Control Structure on Credit River
8.	F.05.01	Sand on Residential Streets
9.	J.05.85000	Rehabilitation of Lakeshore Road Bridge over Credit River
10.	A.02.03.02.01	M.T.C. Five Year Construction Program
11.	F.06.04.02	Parking on City Streets and Front Yard parking

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| 12. | F.06.04.02 | Extended On-street and Permit Parking |
| 13. | F.06.04.02 | Beacon Lane and Sawgrass Crescent -
Parking Problems |
| 14. | F.06.04.02 | Parking/Stopping of Private Motor
Vehicles in Transit Bus Stops |
| 15. | L.07.01 | Enforcement of "No Smoking" By-law -
Eating Establishments |
| 16. | B.01.04 | Armcorp 4-8 Ltd. and James Lucas
Properties Ltd. - Housekeeping
Agreement - 2575 Dundas Street West |
| 17. | T-82006 | Pengilley Place - Petition to Delete
Sidewalk |
| 18. | F.02.04.03 | Kennedy Road Closure - btn. Britannia
Road East/Coopers Avenue/Courtney Park Dr. |
| 19. | B.06.573.02 | Kingsbridge Gardens Subdivision - Draw
on Securities - Completion of Works |
| 20. | B.06.591.02 | Stoneybrook Court Subdivision - Draw
on Securities |
| 21. | F.05.04.06 | Cast North America (1983) INC. - Objection
to use of "blue box" - Recycling Program |
| 22. | F.05.04.06 | Recycling Program - Refuse Contract Update |
| 23. | F.06.04.05 | Birchwood Drive/Glen Road - Stop Sign |
| 24. | T-84003 | Carribean Court - Deletion of Sidewalk |
| 25. | A.00.02.01
A.06.01 | Fire Hazards - Residential Construction Areas |

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

JULY 9, 1986

DEPUTATIONS - NIL

MATTERS FOR CONSIDERATION:

1. Report 5-86 of the Traffic Safety Council meeting held on June 25, 1986.

Sgt. D. Yakichuk and Oksana Hlodan will be in attendance at the meeting to answer any questions with respect to the following recommendation:

'(a) That the City of Mississauga provide \$18,150 toward the cost of the Elmer and Constable Do-Right Safety Program for Children, and that the City of Brampton be asked to fund the remaining 25%.

(b) That Dr. A. Wood and Mrs. B. Caldwell be appointed as the City of Mississauga Traffic Safety Council representatives on the Steering Committee which will oversee the development of the Elmer and Constable Do-Right Safety Program for Children.'

The City Manager advises that the \$18,150 would have to be allocated from the 1986 Contingency Account as no funds were budgeted for this item.

A.03.04.05

RECOMMEND ADOPTION

2. Report dated June 18, 1986, from the City Solicitor with respect to easements required for possible future grade separation works, Erindale Station Road at the Canadian Pacific Railway Line and Dearborn Chemical Company Limited, Application for Site Plan Approval at 3451 Erindale Station Road. The Site Plan Committee comments for this matter require the applicant to convey gratuitously to the City a temporary 20 metre working easement along the south limit of the site to facilitate the construction of a future grade separation on Erindale Station Road at the Canadian Pacific Railway Line. An appropriate Easement Agreement and Transfer of Easement have been prepared in satisfaction of this condition.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Easement Agreement dated the March 17, 1986 and the Transfer of Easement dated the March 27, 1986, both between Dearborn Chemical Company Limited, Canadian Pacific Limited and The Corporation of the City of Mississauga with respect to the easement across Parts 2 and 3 Plan 43R-12756 (lands municipally located at 3451 Erindale Station Road).

C.01.03
E.01.02

RECOMMEND ADOPTION

3. Report dated June 26, 1986, from the Commissioner of Engineering & Works with respect to an exemption from Major Watercourse Improvement Levy and Reduction of Major Road Improvement Levy to be granted to the developer for the proposed residential subdivision known as "The Woods" (Matthews Group Ltd.) Phase II, T-77060, located north of Burnhamthorpe Road and east of Elora Drive. Under the standard Financial Agreement for this plan, the developer would be responsible for:
- (a) Major Watercourse Improvement Levy in the approximate amount of 29.64 ha x \$7,172.55 = \$212,594.38.
 - (b) Major Road Improvement Levy in the approximate amount of 29.64 ha x \$19,974.00/ha = \$592,029.36.

Under the terms of the proposed Servicing Agreement, the developer will be responsible to construct a box culvert varying in size from 1.2 m x 1.8 m (4 ft. x 6 ft.) to 1.5 m x 3.0 m (5 ft. x 10 ft.) which will also provide an outlet for external upstream lands. The value of these works is \$1,728,000.00.

Based on the storm sewer oversizing works beyond sixty (60) inches in diameter to be undertaken by the developer of Plan T-77060, Phase II, the developer should be granted a credit against all of the Major Watercourse Levies anticipated for this Plan.

Also included in this Agreement is the construction of Rathburn Road from the existing Elora Drive easterly approximately 590 m to the future Confederation Parkway. This section of road was considered in the calculation of the Major Road Improvement Levy. Based on the standard procedure of crediting a developer for 70% of the cost for a four lane paved curb and gutter road with a roadway storm sewer, a credit in the amount of \$289,988.03 should be considered by against the Major Road Improvement Levy for Plan T-77060, Phase II.

RECOMMENDATION:

- (a) That the Financial Agreement for Plan T-77060, Phase II located north of Burnhamthorpe Road and east of the existing Elora Drive indicate that no Major Watercourse Improvement Levies are to be paid to the City for this development and that a credit of \$289,988.03 is to be afforded to this developer against the Major Road Improvement Levies.
- (b) That the developer of Plan T-77060, Phase II be required to undertake the construction of the box culvert and the construction of Rathburn Road at his expense, in accordance with the Servicing Agreement for the proposed residential development.

T-77060

RECOMMEND ADOPTION

4. Report dated June 19, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of the grading rectification works on Lots 9 and 15, Plan 43M-283, Kathrose Development Subdivision, located south of Dundas Street West and west of Mavis Road. Under the terms of the Engineering Agreement for Plan 43M-283, Kathrose Developments Ltd. is responsible for the proper grading of all lots within this subdivision. Staff prepared a letter to the developer dated May 30, 1986 and a letter dated June 19, 1986 requesting a satisfactory response by July 4, 1986 as to when this work will be undertaken.

To date the outstanding grading rectification works on Lots 9 and 15 have not been completed satisfactorily. The homeowner involved has expressed her concerns regarding the delay in the matter.

RECOMMENDATION:

That in the event that the developer does not provide a satisfactory response by July 4, 1986, the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lots 9 and 15, Plan 43M-283, Kathrose Development Subdivision, located south of Dundas Street West and west of Mavis Road at an estimated cost of \$6,000.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.283.02

RECOMMEND ADOPTION

5. Report dated June 16, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of the grading rectification works on Lot 10 (3114 Bracknell Crescent), Plan 43M-406, Erin Mills - Meadowvale West Subdivision, Neighbourhood 311B, located west of Winston Churchill Blvd. and north of Battleford Road. Under the terms of the Engineering Agreement for Plan 43M-406, Cadillac Fairview Corp. Ltd. is responsible for the proper grading of all lots within this subdivision. Staff prepared letters to the developer dated July 9, 1985 and May 23, 1986 for Lot 10. To date the outstanding grading rectification works on Lot 10 have not been completed satisfactorily. The homeowner involved has expressed concerns regarding the delay in the matter.

RECOMMENDATION:

- (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 10, Plan 43M-406, Erin Mills - Meadowvale West Subdivision, Neighbourhood 311B, located west of Winston Churchill Blvd. and north of Battleford Road at an estimated cost of \$3,000.00.
- (b) That the Commissioner of Engineering and Works be authorized to engage Proctor & Redfern Limited for the design and supervision of the corrective grading works at an estimated cost of \$800.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.506.02

RECOMMEND ADOPTION

6. Report dated June 23, 1986, from the Commissioner of Engineering & Works with respect to a draw from Major Road Improvement Levy Reserve Fund as a result of the construction of Eglinton Avenue between Erin Mills Parkway and Winston Churchill Blvd and the relocation of hydro and bell poles. During the processing of the Erin Mills Draft Plan for residential neighbourhoods 210/211 (T-83030 - between Eglinton Avenue and Highway 403 west of Erin Mills Parkway), the condition was imposed on the developer that he construct Eglinton Avenue to a three lane cross section between Erin Mills Parkway and Winston Churchill Blvd and that he construct Glen Erin Drive between Eglinton Avenue and the southerly limit of the plan.

A credit from the Major Road Improvement Levy was approved by Council in the amount of \$500,000.00 for the above works. The total cost of the works is in excess of \$1,700,000.00.

In addition the developer decided to increase the reconstructed width of Eglinton Avenue to five lanes to allow for the ultimate development of plans T-79061 (commercial) and T-84051 on the north side of Eglinton Avenue as it was anticipated that this condition would be imposed on the developer if and when the plans on the north side of Eglinton Avenue are processed.

July 9, 1986

As the levy rebates which have been granted are a much lower percentage of the total construction costs than is normal (30% vs 70%) the Engineering Department agreed to recommend to Council that the costs of relocating the Hydro line and Bell line would be borne by the City. Estimates were obtained from Mississauga Hydro and Bell Canada and the City's share of the cost of the pole line relocations are \$41,500.00 for Mississauga Hydro, and \$6,857.84 for Bell Canada.

In order to complete the reconstruction of Eglinton Avenue this year, it will be necessary to have these relocations carried out.

RECOMMENDATION:

That a by-law be enacted to allow the allocation of \$41,500.00 for the relocation of Hydro poles on Eglinton Avenue and \$6,857.84 for the relocation of Bell Telephone poles on Eglinton Avenue between Erin Mills Parkway and Winston Churchill Blvd with the funds to be drawn from the Major Road Improvement Reserve fund, and the necessary Purchase Order be issued to Mississauga Hydro and Bell Canada respectively.

T-83030

RECOMMEND ADOPTION

7. Report dated June 27, 1986, from the Commissioner of Engineering & Works regarding an Ice Control Structure on the Credit River. The Credit Valley Conservation Authority has completed a study of ice control structures at three locations on the lower Credit River at the Thompson property, Erindale Park, and the Shell property.

The study shows that an ice control structure built on the Thompson property would be the most expensive to construct (estimated cost \$650,000 including land acquisition) and it also posed the most problems in that the land was held by seven property owners and there was an area of approximately 4 ha which would have to be cleared of trees which would result in a significant environmental impact on the area. This site has therefore been rejected by the C.V.C.A.

A structure constructed on the Shell property just north of Highway 403 would cost approximately the same amount of money as a structure in Erindale Park (\$360,000); however, since this structure is considerably upstream from Dundas Street it is estimated it would hold back a lesser amount of ice than a structure constructed in Erindale Park. In addition to the above negative factor, it would be necessary to acquire land from the Croatian Park in order to make an ice dam on the Shell property viable.

A structure in Erindale Park can be built prior to the end of 1986 at a cost of approximately \$360,000 due to the fact that all of the property is in public ownership. An ice dam constructed in Erindale Park is estimated to be capable of holding back 71% of the ice which would reach the Mississauga Golf Club. In addition the Conservation Authority has indicated that it is prepared to help the Parks Department in repairing any ice damage which might occur in the spring of the year in Erindale Park due to scour. It also can be argued that the construction of the ice dam structure in Erindale Park could have an effect on the recently completed works in the park; however, it is felt that the impact would be minimal and of course any damage could be cleaned up after the construction of the dam is completed.

RECOMMENDATION:

That the Credit Valley Conservation Authority be advised that the City of Mississauga would like them to proceed with the construction of an ice dam structure in Erindale Park in 1986, on the premise that the structure will blend in with the park facilities, at an estimated cost of \$360,000 with the City of Mississauga being designated benefiting municipality.

E.03.06.03

RECOMMEND ADOPTION

8. Report dated June 27, 1986, from the Commissioner of Engineering & Works with respect to the sweeping of sand on residential streets. City policy has been that no sweeping be carried out on surface treated roads except where the build up of sand has caused a hazardous road condition. In the Spring of 1986 following complaints from mainly residents the Works Section was instructed to sweep this roads.

July 9, 1986

RECOMMENDATION:

That all surface treated roads be swept following winter maintenance activities at an estimated cost of \$20,000.00.

F.05.01

RECOMMEND ADOPTION

9. Report dated June 26, 1986, from the Commissioner of Engineering & Works regarding the rehabilitation of Lakeshore Road Bridge over the Credit River. The Engineering and Works Department, as part of the Bridge Maintenance Program, requested the firms of McCormick Rankin and Morrison Hershfield Limited to submit proposals to undertake a detailed bridge condition survey, and to prepare necessary plans, and contract documents for the rehabilitation of same for same in 1987.

Funds necessary for the rehabilitation works will be proposed in the 1987 Capital budget. Based on a review of the proposals, it is the recommendation of this Department that the services of the firm of McCormick Rankin be retained to carry out the survey and prepare the necessary contract documents. Funds for the work have been allocated in the 1986 Bridge Maintenance Current Account 08212-01-4192.

RECOMMENDATION:

- (a) That the firm of McCormick Rankin be appointed to carry out the bridge survey design and contract drawings of the rehabilitation of the Lakeshore Road Bridge over the Credit River and that the necessary funds be allocated from the Bridge Maintenance Current Account No. 08212-01-4192 (at a maximum upset cost of \$75,000.00).
- (b) That the funding for the rehabilitation of the Lakeshore Road bridge over the Credit River be considered in the 1987 Capital Budget.

J.05.85000

RECOMMEND ADOPTION

July 9, 1986

10. Report dated June 24, 1986, from the Commissioner of Engineering & Works with respect to the Five-Year Construction Program of the Ministry of Transportation and Communications. At the Council meeting of June 9, 1986 a letter was received from Mr. E. Fulton, Minister of Transportation and Communications with respect to the proposed staging of intersection improvements on the Q.E.W. commencing with the interchange at Southdown Road and Erin Mills Parkway without any specific timing mentioned.

The Department was asked to review the Ministry's five year capital program proposed for the City of Mississauga and the following projects are proposed:

1. Award of tender for the interchange at Winston Churchill Boulevard and Highway 401 June 1986
2. Tender of new Kennedy Road flyover of Highway 401 Fall 1986
3. Highway 403 collector-distributor system Matheson-Eglinton 1986
4. Noise barriers north and south sides Q.E.W. Dixie-Etobicoke Creek 1986
5. Widening of Highway 410 continuing north of Steeles Avenue to 4 lanes (Brampton) 1986
6. Replacement of Highway 401-Derry Road overpass 5-Year Program
7. Replacement of Highway 401-Steeles Avenue overpass (Halton) 5-Year Program
8. Noise barrier north and south sides Q.E.W. Dixie-Stanfield 5-Year Program
9. Noise barrier south side Q.E.W. Cawthra westerly to Highway 10 5-Year Program

It is therefore evident that none of the intersections on the Q.E.W. is to be upgraded in the foreseeable future (five years) as of June 1986. It would therefore appear that if the City wishes work to start on the Q.E.W. intersections prior to 1990, a concerted effort will be required by our elected representatives with the Minister of Transportation and Communications.

RECOMMENDATION:

- (a) That the Ministry of Transportation and Communications be requested to advise the City annually on their Five-Year Capital Program.
- (b) That the Minister of Transportation and Communications be requested to place the reconstruction of the intersection of the Q.E.W. and Southdown Road/Erin Mills Parkway in the next Five-Year Capital Budget, and that a meeting be arranged with the Minister to review the need for bringing this construction work into the Ministry's Five-Year Program.

A.02.03.02.01

RECOMMEND ADOPTION

11. Report dated June 19, 1986, from the Commissioner of Engineering & Works regarding parking on City streets and front yard parking. The Engineering Department is in possession of the requests for reports from the Public Works Committee, with respect to current City parking policies and practices as well as a request from the By-Law Committee for a report on the feasibility of expanding the current on-street maximum parking by-law from three to five hours.

In view of this, the report on parking in Mississauga as it pertains to current requirements, the three hour on-street maximum, permit parking and extended on-street parking along with a review of the City of Toronto practices as they relate to Front Yard and Permit Parking.

July 9, 1986

The Engineering Department has received a number of complaints and requests with respect to parking, and currently have in review seven individual requests from resident groups on Brandon Gate Drive, Brookhurst Road, Carillion Avenue, Corkstone Glade, Gripsholm Road, Meadows Blvd. and Mississauga Road for extended on-street and permit parking. These seven are being evaluated in accordance with current criteria.

In summary, with respect to maintenance, snow clearing and enforcement, the three hour limit is adequate in most cases and should not be extended nor abolished. Particularly in terms of enforcement, as identified in the report to the By-Law Committee from the Commissioner of Building dated November 7, 1985, any changes in this limit will be extremely disruptive to the Parking Control Section with respect to ticketing, officers shifts, revenue, signing and the changing of the actual tickets.

By-Law Committee, at its meeting of January 9, 1986 adopted the following recommendation:

"4-86 That no change be made to the three (3) hour parking limit currently in place in the City of Mississauga"

This recommendation was subsequently adopted by Council at its meeting of January 27, 1986.

From a traffic viewpoint a total change can be accommodated, but would require changing all the City entrance signs, and would probably require the addition of numerous parking prohibitions. In terms of snow clearing and ploughing, an extension of the three hour limit would probably create significant problems; however, the expansion of the current snow removal system as outlined in the report of June 26, 1985 to Public Works from the Engineering Department re: signs posted four hours in advance with towing of vehicles when necessary, may assist in resolving this concern. Specific problem areas where there is continual long term on-street parking occurring and which is creating snow removal problems can be addressed by total prohibition on a site specific case.

Based on the City's experience with permit and extended parking, it is concluded that only one program is acceptable. This issue of fairness with respect to parking for free versus paying for a permit is the major concern, and must be dealt with. Extended parking is simpler to accommodate and control and appears to at least temporarily satisfy the needs of those where parking shortages have been identified. This may create additional enforcement and snow removal problems, but these can probably be overcome to at least an acceptable level.

In general, the 72 hour parking zones have satisfied an identified need and have not caused serious traffic problems as they have been carefully screened. Complaints from surrounding residents have been extremely low (i.e. one or two) where the long term parking has been instituted.

RECOMMENDATION:

- (a) That the current three hour on-street maximum remain as such and be enforced consistently on a City wide basis.
- (b) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to abolish permit parking on Williamsport Drive as of June 30, 1986, and be replaced with seventy two hour extended parking free of charge.
- (c) That the current extended parking program be continued subject to existing criteria as previously approved.
- (d) That the current parking requirements be reviewed and re-evaluated by the Planning Department.

F.06.04.02

RECOMMEND ADOPTION

- 12. Report dated May 30, 1986, from the Commissioner of Engineering & Works in response to requests for extended on-street and permit parking. The Engineering Department is in possession of the following requests for extended on-street and permit parking.

Public Works Request No. 132-85	- Corkstone Glade
General Committee Request No. 280-85	- Mississauga Road
General Committee Request No. 1-86	- Carillion Avenue
General Committee Request No. 192-85	- Brookhurst Road
Former Councillor Skjarum's office	- Gripsholm Road
Councillor Taylor's office	- Meadows Boulevard
Councillor McKechnie's office	- Brandon Gate Drive
Councillor Southorn's office	- Bow River Crescent

All of these requests have been grouped into the report but have been evaluated on an individual basis. Each request has been evaluated based on the criteria which was approved by Council at its meeting of May 14, 1984; extended on-street parking will only be considered in developments where the individual unit has less than two on-site parking spaces (200% parking) and cannot develop additional on-site spaces.

RECOMMENDATION:

- (a) That extended or permit parking not be implemented on Corkstone Glade, Carillion Avenue, Brookhurst Road, Meadows Boulevard and Brandon Gate Drive, as investigations indicate that 200% on-site parking, generally with room for expansion, is available.
- (b) That extended parking not be permitted on Gripsholm Road even though on-site parking is less than 200%, since the existing on-site parking is not totally utilized.
- (c) That extended parking for 12 hours maximum be permitted on the north side of the north leg of Bow River Crescent between a point 15 meters west of Falconer Drive and the west limit of the development and in order to avoid any potential sight distance problems at the development driveways that parking be prohibited 6 meters either side of these driveways.
- (d) That extended parking for 12 hour maximum be permitted on the west side boulevard of Mississauga Road between a point 35 meters north of High Street and a point 6 meters south of Park Street, and on the east side boulevard between a point 22 meters south of Front Street and a point 40 meters south thereof.

F.06.04.02

RECOMMEND ADOPTION

13. Report dated June 24, 1986, from the Commissioner of Engineering & Works in response to request for a review of traffic conditions on Beacon Lane and Sawgrass Crescent due to on-street parking congestion associated with two athletic fields.

RECOMMENDATION:

- (a) That 'No Parking Anytime' signs be erected in the cul-de-sac at the east leg of Beacon Lane under the general provisions of Traffic By-law 444-79.
- (b) That 'No Parking' signs be erected on both sides of Sawgrass Crescent advance to Sawgrass Park from 8:00 a.m. to 9:00 p.m. Thursday to Sunday, under the general provisions of Traffic By-law 444-79.
- (c) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on Beacon Lane from a point 48m west of Perivale Road (north intersection) to a point 38m south westerly thereof and from a point 108m westerly of Perival Road (north intersection) to a point 95m southerly thereof and from a point 44m west of Perivale Road (south intersection) to a point 35m north westerly thereof.
- (d) That the Recreation and Parks Department review the current requires for on site parking at Creditview Woods Park.

F.06.04.02

RECOMMEND ADOPTION

14. Report dated June 23, 1986, from the Commissioner of Engineering & Works in response to concerns expressed that private motor vehicles and commercial trucks are parking and unloading goods while within the limits of transit bus stops obstructing transit vehicles.

Under the existing general provisions of the Traffic By-law only parking can be restricted at bus stops while still legally allowing the transit buses to stop. By restricting only parking this still allows other than transit buses to park temporarily for the purpose of and while actually engaged in loading and unloading merchandise or passengers.

As a result an amendments to By-law has been prepared to prevent any vehicle other than a Mississauga transit bus or school bus from parking or stopping in a designated bus loading zone. Prohibitive signs will only be erected in identified problem areas.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit any vehicle, other than a Mississauga transit bus or school bus, from parking or stopping in a designated bus loading zone.

F.06.04.02

RECOMMEND ADOPTION

15. Report dated June 19, 1986, from the former Commissioner of Building in response to request regarding the enforcement of the "No Smoking" By-law in eating establishments. The by-law is worded in such a way that it is not mandatory to designate no smoking areas in a restaurant unless required by the Fire Marshall or other act or regulation for other specific reasons. Therefore, it is the proprietor's choice whether or not to designate a non smoking section. Banning smoking in areas or establishments where attendance is a matter of choice is not a legislative matter but a matter of public education. Also considering the number of eating establishments, hours of operation and numbers of customers served, enforcement would be an impossible task.

RECOMMENDATION:

That the report dated June 19, 1986, from the Commissioner of Building with respect to the enforcement of the "No Smoking" By-law in eating establishments be received.

L.07.01

RECOMMEND RECEIPT

16. Report dated June 20, 1986, from the former Commissioner of Building with respect to a Housekeeping Agreement required for Armcorp 4-8 Ltd. and James Lucas Properties Limited the owners of premises municipally known as 2575 Dundas Street West as a condition of building permit application.

July 9, 1986

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Housekeeping Agreement dated June 6, 1986 between The Corporation of the City of Mississauga and Armcorp 4-8 Ltd. and James Lucas Properties Limited for premises municipally known as 2575 Dundas Street West.

B.01.04

RECOMMEND ADOPTION

TRAFFIC SAFETY COUNCIL
0058C/179C

JUNE 25, 1986
A.03.04.05

REPORT NO. 5-86

To: The Operations and Works Committee of the City of
Mississauga

JUL 9 1986

LADIES AND GENTLEMEN:

OPERATIONS/WORKS

The Traffic Safety Council presents its fifth report and recommends:

- 44-86 (a) That the City of Mississauga provide \$18,150 toward the cost of the Elmer and Constable Do-Right Safety Program for Children, and that the City of Brampton be asked to fund the remaining 25%.
- (b) That Dr. A. Wood and Mrs. B. Caldwell be appointed as the City of Mississauga Traffic Safety Council representatives on the Steering Committee which will oversee the development of the Elmer and Constable Do-Right Safety Program for Children.

F.06.03.07
(TSC-44-86)

- 45-86 That Mrs. Gwen Moravek, Citizen Member, be granted a three month leave of absence from the Traffic Safety Council due to family illness.

A.03.04.11.02
(TSC-45-86)

- 46-86 That the letter dated May 6, 1986 from Mr. Tom G. Howe, Regional Business Officer, Peel Board of Education, regarding the Parent Education Program, and the report of the Transportation Review Committee of The Peel Board of Education entitled "Towards A Balanced Transportation Policy", be received for information.

F.06.03.06
L.07.02.01
(TSC-46-86)

1(a)

- 47-86 (a) That the temporary guard be retained at Burnhamthorpe Road and Central Parkway pending a site inspection to take place in September, 1986.
- (b) That the Peel Board of Education be requested to send a letter to the parents of the children who should use this crossing, stating that the guard is temporary, subject to a review of the area in September.

F.06.03.02
(TSC-47-86)

- 48-86 That the letter dated May 30, 1986 from Staff Sergeant D. Hazelton, Operations Support Services, Peel Regional Police, in which he advises that the 27th National Patroller Jamboree in Ottawa was enjoyable and successful, be received for information.

F.06.03.02
(TSC-48-86)

- 49-86 (a) That the Peel Regional Police be requested to set up a meeting with the parents of children attending Floradale Public School, 210 Paisley Boulevard West, in September 1986, to address safety concerns caused by parents stopping cars in school zones to pick up and drop off students.
- (b) That the Peel Regional Police be requested to continue to monitor safety concerns in the area of Floradale Public School, 210 Paisley Boulevard West, Mississauga.

F.06.03.06
L.07.02.01
(TSC-49-86)

1(h)

50-86 (a) That the Peel Regional Police be requested to set up a meeting with the parents of children attending Sts. Martha and Mary School, Bough Beeches Boulevard, in September 1986, to address safety concerns caused by parents stopping cars in school zones to pick up and drop off students.

(b) That the Peel Regional Police be requested to continue to monitor safety concerns in the area of Sts. Martha and Mary School, Bough Beeches Boulevard.

F.06.03.06
(TSC-50-86)

51-86 (a) That the letter dated June 12, 1986, from Mr. T. G. Howe, Regional Business Officer, Peel Board of Education regarding a walking route for Shelter Bay School, be received.

(b) That a Crossing Guard be placed at Shelter Bay Road and Glen Erin Drive, as warrants are met.

F.06.03.02
(TSC-51-86)

52-86 That the Crossing Guard located at Confederation Parkway and #5 Highway be removed, as warrants are not met.

F.06.03.02
(TSC-52-86)

53-86 That the letter from Marion Szuros, Chairman, Traffic Awareness Programme Committee, T.E.M.P.O., enclosing copies of letters regarding their traffic awareness program, be received for information.

F.06.03.01
(TSC-53-86)

1(c)

- 54-86
- (a) That the crossing guard located at Tenth Street and Alexandra Avenue not be reinstated in the Fall of 1986, as warrants are not met.
 - (b) That an advance sign indicating 'Children Crossing' be installed in this area.
 - (c) That the shrubbery on the south west corner of Tenth Street and Alexandra Avenue that is obstructing vision, be removed.

F.06.03.02
(TSC-54-86)

- 55-86
- That no further action be taken with respect to the hedge adjacent to 2524 Mason Heights, and that Mr. S. Dwyer be so advised.

F.06.01
(TSC-55-86)

MINUTES

1(06)

MEETING #5-86

NAME OF COMMITTEE: TRAFFIC SAFETY COUNCIL

DATE OF MEETING: June 25, 1986 at 7:30 p.m.

PLACE OF MEETING: Council Chambers

MEMBERS PRESENT: Councillor Dave Cook, Chairman
Mrs. Dora Stewart, Vice Chairman
Dr. Arthur Wood, (Citizen Member)
Mr. William Schofield, (Citizen Member)
Mr. Ken Basarke, (Citizen Member)
Mr. Axel Bauer, (Citizen Member)
Mr. A. Carnevale, (Citizen Member)
Mrs. Karen Carstensen, Peel Board of Education

MEMBERS ABSENT: Mr. Barry Curitti, Dufferin-Peel Roman Catholic
Separate School Board,
Mrs. Gwen Moravek (with regret)
Councillor Harold Kennedy, (with regret)
Mr. John Kidston, (with regret)
Mrs. Betty Caldwell, (with regret)

ADVISORY BOARD
MEMBERS PRESENT:

Sgt. D. Yakichuk, Peel Regional Police
Mrs. Barbara Gates, Peel Board of Education
(staff)
Mrs. Carol Stretton, Engineering & Works
(Traffic Section)
Mr. Rob Scott, Dufferin Peel Roman Catholic
Separate School Board (staff)

ADVISORY BOARD:
MEMBERS ABSENT:

Mr. Tom Strain, Transit
Mr. Walter Nahirniak, Principal/Vice Principal
Association, Dufferin Peel Roman Catholic
Separate School Board,
Miss Pat Belford, Principal/Vice Principal
Association, Peel Board of Education
Mr. John Thomas, Engineering & Works (Traffic
Section) (with regret)

OTHERS PRESENT: Mr. J. LeSarge, Engineering and Works

MATTERS FOR CONSIDERATION:

1. Oksana Hlodan, Image 2 Communications, was present at the meeting to update the Traffic Safety Council regarding the Elmer and Constable Do-Right Safety Program.

Attached to the Agenda for the Committee's information was a letter from Oksana Hlodan, Image 2 Communications Inc. and an interim report regarding the Elmer & Constable Do-Right Safety Program for Children.

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Ms. Hlodan stated that the Canadian Cycling Association and the Toronto City Cycling Committee asked her to meet with their coordinators of education to discuss the safety project initiated by the Mississauga Traffic Safety Council. Their response to this project was very enthusiastic and supportive. Because there was an interest in possible sharing of sponsorship, Ms. Hlodan put a hold on all work in progress after consultation with Sgt. D. Yakichuk and Councillor D. Cook.

Ms. Hlodan stated that since her February meeting with these groups the following has taken place:

1. The City Cycling Committee (C.C.C.) has approved funding for the videotape component. The estimated cost, based on their special requirements, is \$17,000. The C.C.C. is looking at a 15-minute video, aimed at junior level students (approx. ages 9-12), in modular format, using original musical score and a comic-strip hero. They expect to have the production complete by the end of this summer, making it available to schools early in the fall.
2. The Canadian Cycling Association (C.C.A.) is looking at distribution of the educational package throughout Canada, primarily through School Boards, Safety Councils of municipalities and Cycling Associations. The Mississauga Traffic Safety Council would not be concerned about any costs for distribution other than distribution in the Peel Region. The C.C.A. would take it upon themselves to make sufficient copies of the materials to meet the demand.

Ms. Hlodan stated that a software contest for elementary and secondary students within the Peel Board of Education and the Dufferin Peel Roman Catholic Separate Board was launched. Bulletins were created and distributed to all schools, and notices were placed in faculty newsletters about the contest. To date 25 students from the Peel Board have entered the contest. Ms. Hlodan is awaiting responses from the D.P.R.C.S.S.B. students. All entrants receive an acknowledgment of entry by mail and an information package of about 30 pages to help students with educational content. A computer consultant was hired to help develop the information package. The original deadline for software submission was the end of the school year, but due to requests from students for more time, the deadline has been extended to September 5, 1986.

Ms. Hlodan stated that because of the changes in the direction and development of the program, approval is required from the Traffic Safety Council for the following:

- the instructor's manual (32 pages, 8 1/2 x 11) which would serve as a curriculum guideline for bicycle safety instruction in schools.

14)

- the activity funbook (8 page booklet) which would serve as a workbook for youngsters.

Costs for camera ready print:

- instructor's manual	\$10,500
- activity funbook	\$ 5,200

Additional Cost:

- project coordination	\$ 4,000
- printing 50 M funbook	\$ 4,500

TOTAL \$24,200

Ms. Hlodan noted that Mr. John Sturgeon of the Peel Board of Education has organized the printing of the manual through the Board print shop (the funbook cannot be printed in-house, therefore printing cost has been added to the above cost). Sufficient quantities to accommodate the Peel Board of Education's needs will be printed.

Ms. Hlodan stated that approval should also be given for the following:

- (a) That the camera-ready artboards for the print material be supplied to C.C.C. or C.C.A. to allow them to print copies at their cost, for Canadian distribution.
- (b) That a master quality videotape be provided to the Mississauga Traffic Safety Council, at no cost by the C.C.C. so that the School Boards can duplicate sufficient copies for use in Peel.
- (c) That one member of each Traffic Safety Council (Mississauga and Brampton) sit on the steering committee of this project to oversee development. All reporting by the production team will be to this body.
- (d) That it is agreed to produce the print material by the end of the summer to coincide with the completion of the videotape.
- (e) That the payment structure for production be allocated in the following way:
 - (1) \$6,200 at the start up of print development
 - (2) \$8,000 upon manuscript approval
 - (3) \$10,000 upon completion of print production.

Ms. Hlodan noted that P.S.T. and F.S.T. are not included in the above estimates. Monies received to date (\$5,000 from Mississauga; \$1,050 from Brampton) have been used as follows:

1(g)

\$2,200 for development of computer contest information packages and student help

\$500 for administrative purposes (photocopying, postage etc.)

\$1,850 for consultant for computer programming setup

\$1,500 has been put aside to purchase prizes for computer contest winners.

Considerable discussion took place regarding the development of this program. Councillor Cook noted that in April 1986, Council passed the following recommendation of the Traffic Safety Council:

That the "Elmer & Robbie" Safety Program, presented by Oksana Hlodan to the Traffic Safety Council on April 24, 1985, be approved in principal, subject to a review of costs involved.

A further recommendation of the Traffic Safety Council was approved by Council in October 1985:

That the Traffic Safety Council budget be reviewed by staff, to determine if \$5,000 can be allocated to the Elmer and Robbie Safety Program, as presented to the Traffic Safety Council on April 24, 1985, and further if sufficient funds are available, the program be commenced immediately, in conjunction with the Traffic Safety Bureau, Peel Regional Police.

\$5,000 from the Traffic Safety Council budget was forwarded to Image 2 Communications in December 1985 and the program was commenced at that time. Ms. Hlodan stated that the costs indicated in the original proposal have been significantly reduced by the participation of the C.C.C., the C.C.A., the Boards of Education and the work being done by the students entering the computer software contest. The original estimate for this project, subject to completion in 1985, was \$38,325. The new estimate, which takes into consideration the work being done by outside agencies, is \$24,200. This amount represents a significant decrease in the cost to the Mississauga Traffic Safety Council.

Mrs. Carstensen moved that the City of Mississauga provide \$18,150 toward the cost of the Elmer and Constable Do-Right Safety Program for Children and that the City of Brampton be asked to fund the remaining 25%. This motion was voted on and carried.

Mrs. Carstensen moved that Dr. A. Wood and Mrs. B. Caldwell be appointed as the City of Mississauga Traffic Safety Council representatives on the Steering Committee which will oversee the development of this project. This motion was voted on and carried.

(K)

At the request of Councillor Cook, the Committee directed that the minutes of this Traffic Safety Council meeting be placed on the next Operations and Works Agenda with the Committee's recommendations, and that Oksana Hlodan and Sgt. Yakichuk be notified of the date of the meeting in order that they might be in attendance to answer any questions that may arise.

F.06.03.07

See Recommendation 44-86 (K. Carstensen)

ADOPTED

2. Councillor D. Cook, Chairman, previously requested that Mr. J. Thomas, Engineering Department, conduct a tour of the Traffic Control Centre for members of the Traffic Safety Council. Mr. Jim LeSarge, Engineering Department was present at the meeting and explained the functions of the Traffic Control Centre to the members. The Traffic Control Centre is composed of traffic computer equipment and a display map that indicates all signalized intersections in the City. This map can indicate main street green at all intersections. The computer has the ability to control all signals in the City, in order to provide progression of traffic through groups of signals.

The members of the Committee viewed the Traffic Control Centre located on the fifth floor of City Hall. Mr. LeSarge answered any questions that arose with regard to the traffic computer.

No formal recommendation resulted from this item.

J.05.84043

INFORMATION ONLY

3. Letter dated May 30, 1986 from Mrs. Gwen Moravek, requesting a leave of absence from her position as a citizen member on the Traffic Safety Council.

Mrs. Moravek has spoken to the Committee Coordinator and indicated that she would very much like to remain on the Traffic Safety Council, but will be unavailable for the next few months due to the ongoing doctors care and therapy associated with her daughter's recent illness.

Mr. Schofield moved that Mrs. Gwen Moravek be granted a three month leave of absence from the Traffic Safety Council due to family illness.

This motion was voted on and carried.



MEMORANDUM

To MAYOR AND MEMBERS OF COUNCIL

From L.W. STEWART, Q.C.

Dept. _____

Dept. City Solicitor

June 18th, 1986

OPERATIONS/WORKS JUL 9 1986

SUBJECT:

Easements Required for possible future grade separation works, Erindale Station Road at the Canadian Pacific Railway Line and Dearborn Chemical Company Limited, Application for Site Plan Approval at 3451 Erindale Station Road.

ORIGIN:

Site Plan Committee comments of June 13, 1985.

COMMENTS:

The Site Plan Committee comments for this matter require the applicant to convey gratuitously, to The Corporation of the City of Mississauga a temporary 20 metre working easement along the south limit of the site to facilitate the construction of a future grade separation on Erindale Station Road at the Canadian Pacific Railway Line.

An appropriate Easement Agreement and Transfer of Easement have been prepared in satisfaction of this condition. Both of these documents require execution by The Corporation of the City of Mississauga.

RECOMMENDATIONS:

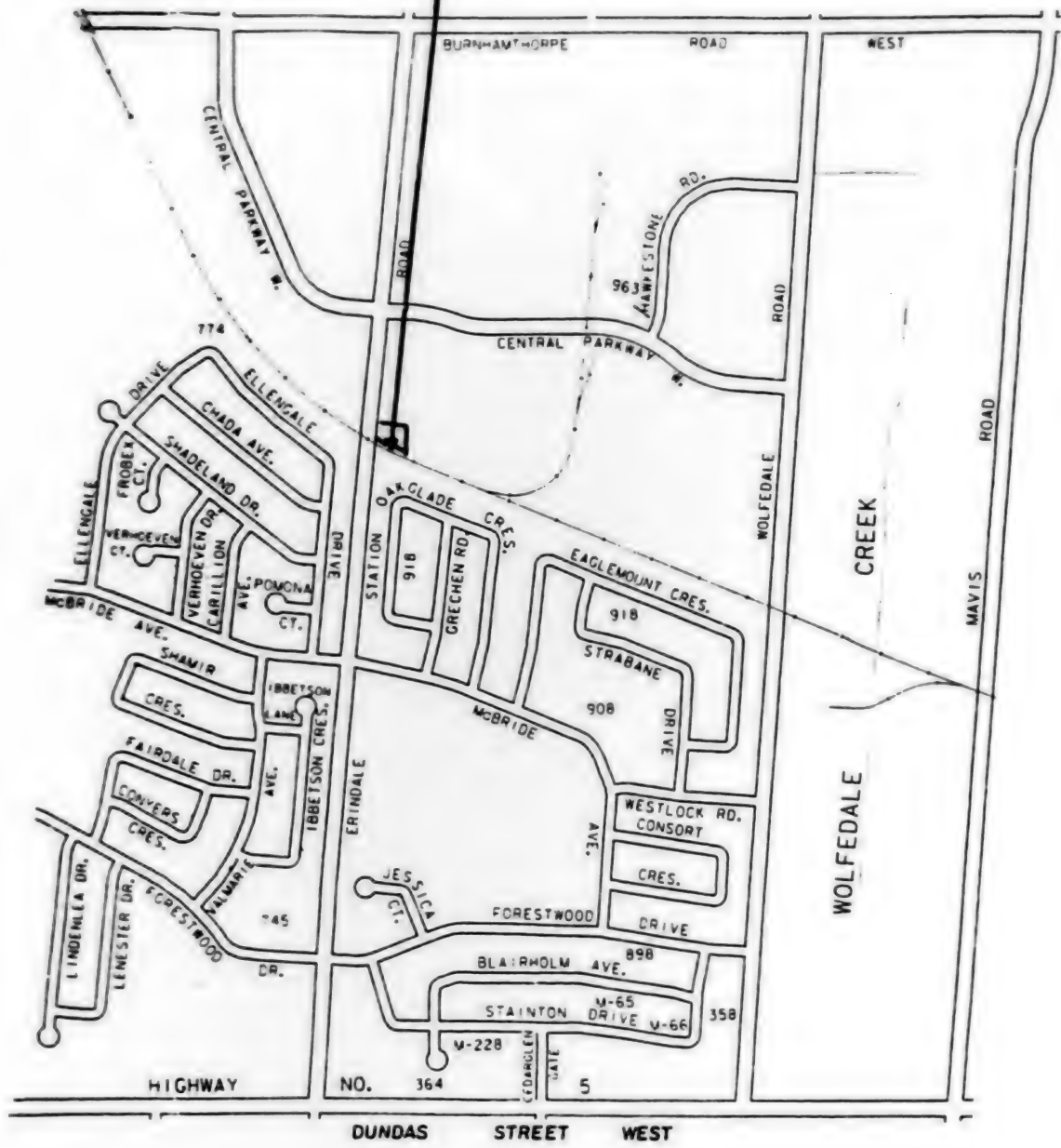
That a by-law be enacted to authorize the execution of the Easement Agreement dated the 17th day of March, 1986 and the Transfer of Easement dated the 27th day of March, 1986, both between Dearborn Chemical Company Limited, Canadian Pacific Limited and The Corporation of the City of Mississauga with respect to the easement across Parts 2 and 3 Plan 43R-12756.

RLB
RKG:aa
1180L
attach.

L. W. STEWART, Q.C.
CITY SOLICITOR

2(a)

Easement Lands



Z-16

Z-23



3

City of Mississauga

MEMORANDUM

File Ref. 16 111 85230
11 141 00045

To Chairman and Members of
Operations and Works Committee
Dept. _____

From W.P. Taylor, P. Eng.
Dept. Engineering and Works

JUL 9 1986

~~OPERATIONS AND WORKS~~
~~JUL 28, 1986~~

SUBJECT: Exemption from Major Watercourse Improvement Levy and Reduction of Major Road Improvement Levy to be granted to the developer for the proposed residential subdivision known as "The Woods" (Matthews Group Ltd.) Phase II, T-77060, located north of Burnhamthorpe Road and east of Elora Drive (sketch attached).

ORIGIN: Engineering and Works Department

COMMENTS: This residential plan of subdivision is proposed on lands north of Burnhamthorpe Road and east of the existing Elora Drive. Under the standard Financial Agreement for this plan, the developer would be responsible for:

4577

JUL 30 1986

T-77060

- (a) Major Watercourse Improvement Levy in the approximate amount of $29.64 \text{ ha} \times \$7,172.55 = \$212,594.38$.
- (b) Major Road Improvement Levy in the approximate amount of $29.64 \text{ ha} \times \$19,974.00/\text{ha} = \$592,029.36$.

Under the terms of the proposed Servicing Agreement, the developer will be responsible to construct a box culvert varying in size from 1.2 m x 1.8 m (4 ft. x 6 ft.) to 1.5 m x 3.0 m (5 ft. x 10 ft.) which will also provide an outlet for external upstream lands. The value of these works is \$1,728,000.00.

Based on the storm sewer oversizing works beyond sixty (60) inches in diameter to be undertaken by the developer of Plan T-77060, Phase II, we find that this developer should be granted a credit against all of the Major Watercourse Levies anticipated for this Plan.

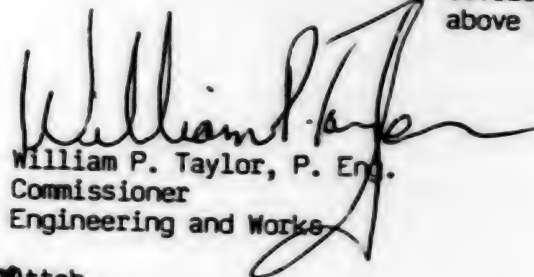
continued


2(a)

Also included in this Agreement is the construction of Rathburn Road from the existing Elora Drive easterly approximately 590 m to the future Confederation Parkway. This section of road was considered in the calculation of the Major Road Improvement Levy. Based on the standard procedure of crediting a developer for 70% of the cost for a four lane paved curb and gutter road with a roadway storm sewer, we find that a credit in the amount of \$289,988.03 should be considered by Council against the Major Road Improvement Levy for Plan T-77060, Phase II.

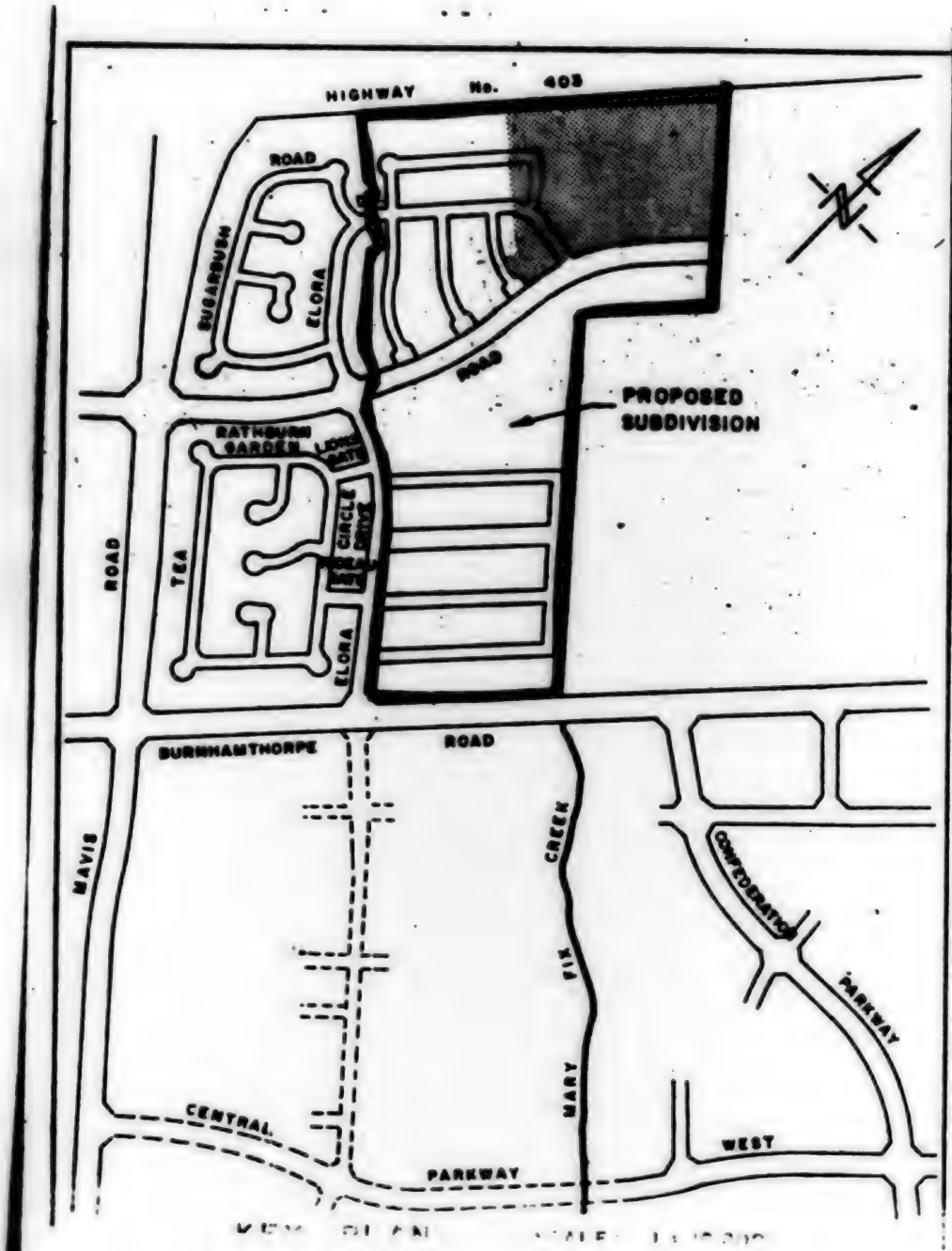
RECOMMENDATION:

- (1) That the Financial Agreement for Plan T-77060, Phase II located north of Burnhamthorpe Road and east of the existing Elora Drive is to indicate that no Major Watercourse Improvement Levies are to be paid to the City for this development and that a credit of \$289,988.03 is to be afforded to this developer against the Major Road Improvement Levies.
- (2) That the developer of Plan T-77060, Phase II be required to undertake the construction of the box culvert and the construction of Rathburn Road at his expense, in accordance with the Servicing Agreement for the proposed residential development.
- (3) That the Matthews Group Ltd. (Suite 502, 201 City Centre Drive, Mississauga, Ontario, L5B 2T4), the developer of T-77060, Phase II be advised of the above levy credit consideration.


William P. Taylor, P. Eng.
Commissioner
Engineering and Works

 Atch.
OPT/lis
0525E/16/17

3(h)





City of Mississauga

MEMORANDUM

FILES: 16 111 77101
11 141 00045

4

To: Chairman and Members of
Operations & Works Committee
Dept. _____

From: William P. Taylor, P.Eng.
Engineering and Works
Dept. _____

OPERATIONS/WORKS JUL 9 1986
June 19, 1986

SUBJECT: Draw on the developer's securities for the completion of the grading rectification works on Lots 9 and 15, Plan 43M-283, Kathrose Development Subdivision, located south of Dundas Street West and west of Mavis Road (sketch attached).

ORIGIN: Engineering Agreement dated October 2, 1978 between Kathrose Developments Ltd. (4599 Kingston Road, Suite 204, West Hill, Ontario, M1E 2P3), the City of Mississauga and the Region of Peel.

COMMENTS: Under the terms of the Engineering Agreement for Plan 43M-283, Kathrose Developments Ltd. is responsible for the proper grading of all lots within this subdivision. Staff prepared a letter to the developer dated May 30, 1986 and a letter dated June 19, 1986 requesting a satisfactory response by July 4, 1986 as to when this work will be undertaken.

4478
JUN 26 1986
B-06.295.02
To date the outstanding grading rectification works on Lots 9 and 15 have not been completed satisfactorily. The homeowner involved has expressed her concerns regarding the delay in the matter.

RECOMMENDATIONS: 1. In the event that the developer does not provide a satisfactory response by July 4, 1986, the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lots 9 and 15, Plan 43M-283, Kathrose Development Subdivision, located south of Dundas Street West and west of Mavis Road at an estimated cost of \$6,000.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

KF:cds
235E:27E
Attach.

cc: Councillor D. Culham
W. H. Munden
R. G. Charlton
M. W. Boyd/P. Griffiths

William P. Taylor
William P. Taylor, P.Eng.
Commissioner
Engineering & Works

The map shows the following details:

- Streets:** Dundas Street, Credit Valley Road, Mississauga Road, Fleet Street, Sheridan Street, and various residential streets like Conquest Drive, Conquest Crescent, and Conquest Lane.
- Landmarks and Businesses:** Credit Valley Fruit Market (121-84007), Gasparetto Const. (121-84015), R.M. Mayson Holdings (T-81029, L11-81219), and Quaker Hldgs. (111-76114, T-78036).
- Residential Developments:** Indian Village, Mill Block, and various other residential areas with street names like Conquest Drive, Conquest Crescent, and Conquest Lane.
- Other Labels:** Z-17, Z-12, Z-11, Z-10, Z-9, Z-8, Z-7, Z-6, Z-5, Z-4, Z-3, Z-2, Z-1, Z-0, Z-17, Z-12, Z-11, Z-10, Z-9, Z-8, Z-7, Z-6, Z-5, Z-4, Z-3, Z-2, Z-1, Z-0.



MEMORANDUM

FILES: 16 111 82206
11 141 00045

To: Chairman and Members of
Operations & Works Committee
Dept.

4367

JUN 23 1986

William P. Taylor, P.Eng.

Engineering and Works

6.06.506.02

June 16, 1986

JUL 9 1986

OPERATIONS/WORKS

SUBJECT: Draw on the developer's securities for the completion of the grading rectification works on Lot 118, Plan 43M-506, Heritage Oaks Subdivision, located west of Mavis Road and north of Burnhamthorpe Road West (sketch attached).

ORIGIN: Servicing Agreement dated June 27, 1983 between Heritage Oaks Limited (c/o 151 Randell Street, Suite 214, Oakville, Ontario, L6J 1P5, Attention: Mr. P. Gareau), the City of Mississauga and the Region of Peel.

COMMENTS: Under the terms of the Servicing Agreement for Plan 43M-506, Heritage Oaks Limited is responsible for the proper grading of all lots within this subdivision. Staff prepared letters to the developer dated April 1, 1986 and April 17, 1986 for Lot 118.

To date the outstanding grading rectification works on Lot 118 have not been completed satisfactorily. The homeowner involved has expressed his concerns regarding the delay in the matter.

- RECOMMENDATIONS:**
1. That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 118, Plan 43M-506, Heritage Oaks Subdivision, located west of Mavis Road and north of Burnhamthorpe Road West at an estimated cost of \$3,000.00.
 2. That the Commissioner of Engineering and Works be authorized to engage McConnell Maughan Limited for the design and supervision of the corrective grading works at an estimated cost of \$800.00.
 3. That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations #1 and #2.

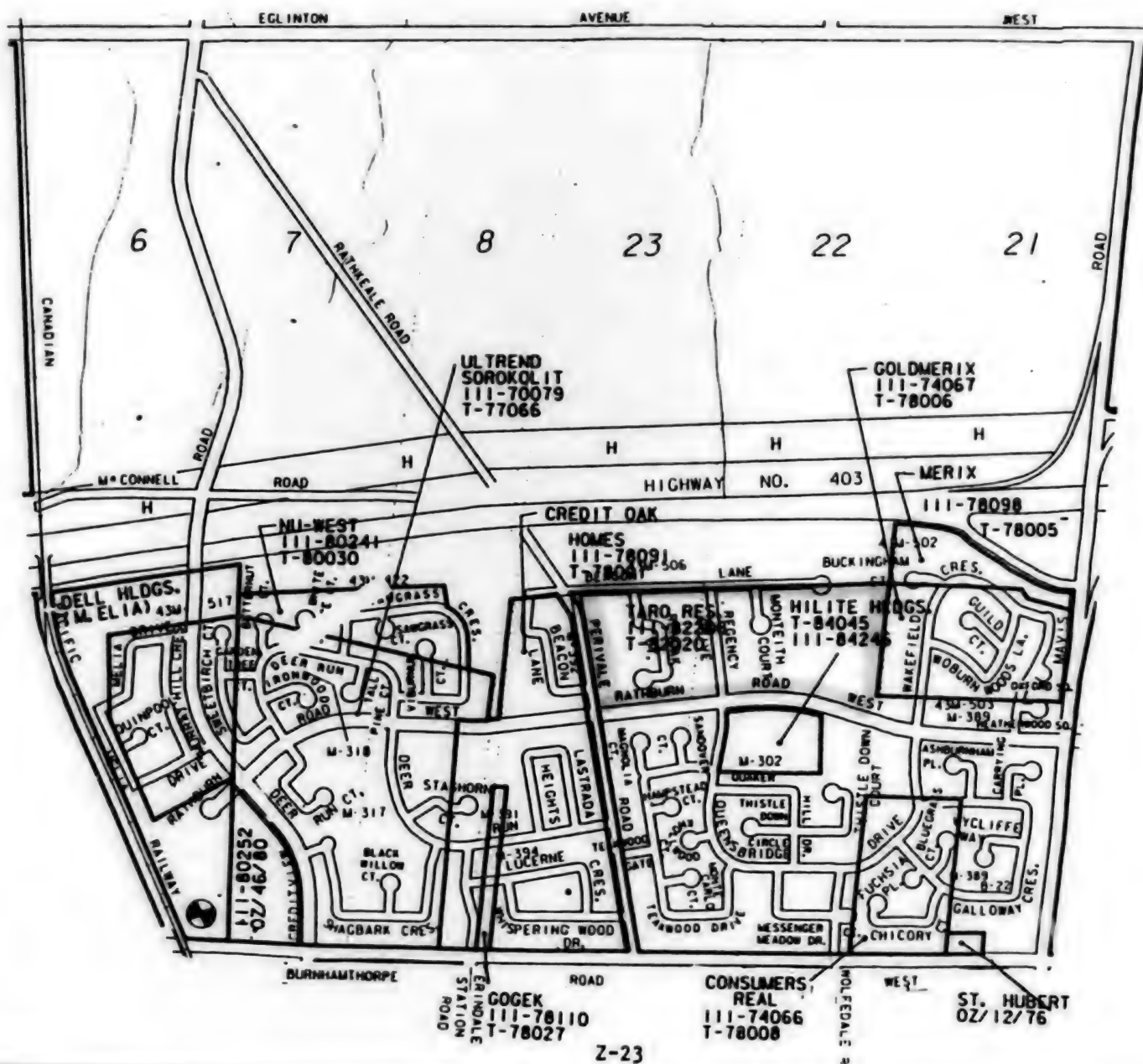
KF:cds
235E:27E
Attach.

cc: Councillor D. Culham
W. H. Munden
R. G. Charlton
M. W. Boyd
P. Griffiths

William P. Taylor
William P. Taylor, P.Eng.
Commissioner
Engineering & Works

2-37-1

2-37-4





MEMORANDUM

FILE : 11 141 00045
17 111 86106

To Chairman and Members of
Operations and Works Committee
Dept. _____

From William P. Taylor,
Engineering and Works
Dept. _____

June 23, 1986

OPERATIONS/WORKS JUL 9 1986

SUBJECT : Draw from Major Road Improvement Levy Reserve Fund.
Construction of Eglinton Avenue between Erin Mills
Parkway and Winston Churchill Blvd. Hydro and Bell Pole
Relocations.

ORIGIN: Development Agreement between Erin Mills Development
Corp. and the City of Mississauga for the reconstruction
of Eglinton Avenue.

COMMENTS : During the processing of the Erin Mills Draft Plan for
residential neighbourhoods 210/211 (T-83030 - between
Eglinton Avenue and Highway 403 west of Erin Mills
Parkway), the condition was imposed on the developer that
he construct Eglinton Avenue to a three lane cross
section between Erin Mills Parkway and Winston Churchill
Blvd and that he construct Glen Erin Drive between
Eglinton Avenue and the southerly limit of the plan.

4578

JUL 10 1986

T-83030

A credit from the Major Road Improvement Levy was
approved by Council in the amount of \$500,000.00 for the
above works. The total cost of the works is in excess
of \$1,700,000.00.

In addition the developer, of his own volition, decided
to increase the reconstructed width of Eglinton Avenue to
five lanes to allow for the ultimate development of plans
T-79061 (commercial) and T-84051 on the north side of
Eglinton Avenue as it was anticipated that this condition
would be imposed on the developer if and when the plans
on the north side of Eglinton Avenue are processed.

As the levy rebates which have been granted are a much
lower percentage of the total construction costs than is
normal (30% vs 70%) the Engineering Department agreed to
recommend to Council that costs of relocating the Hydro
line and Bell line, would be borne by the City.

continued ...

6/10/1
SUBJECT :

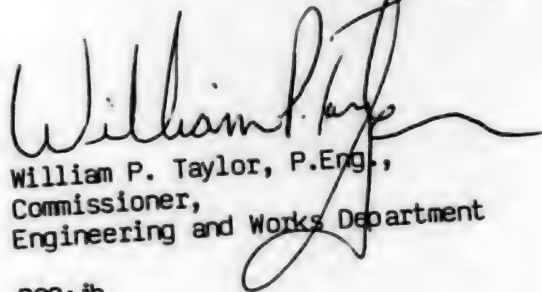
Draw from Major Road Improvement Levy Reserve Fund.
Construction of Eglinton Avenue between Erin Mills
Parkway and Winston Churchill Blvd. Hydro and Bell Pole
Relocations.


COMMENTS : contd .. Estimates were obtained from Mississauga Hydro and Bell
Canada and the City's share of the cost of the pole line
relocations are \$41,500.00 for Mississauga Hydro, and
\$6,857.84 for Bell Canada.

In order to complete the reconstruction of Eglinton
Avenue this year, it will be necessary to have these
relocations carried out.

RECOMMENDATION :

That a by-law be enacted to allow the allocation of
\$41,500.00 for the relocation of Hydro poles on Eglinton
Avenue and \$6,857.84 for the relocation of Bell Telephone
poles on Eglinton Avenue between Erin Mills Parkway and
Winston Churchill Blvd with the funds to be drawn from
the Major Road Improvement Reserve fund, and the
necessary Purchase Order be issued to Mississauga Hydro
and Bell Canada respectively.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

 RGC:jb

0362E/22



MEMORANDUM

1

To Chairman and Members of

From W. P. Taylor, P. Eng.

Dept. Operations and Works Committee

Dept. Engineering and Works

June 27, 1986

File: 22 131 00012

4574

OPERATIONS/WORKS JUL 9 1986

E.C. 06 03

SUBJECT: Ice Control Structure on the Credit River

ORIGIN: Study by the Credit Valley Conservation Authority entitled "Mississauga Ice Control Project" and previous studies

COMMENTS: The Credit Valley Conservation Authority has completed a study of ice control structures at three locations on the lower Credit River at the Thompson property, Erindale Park, and the Shell property. The study shows that an ice control structure built on the Thompson property would be the most expensive to construct (estimated cost \$650,000 including land acquisition) and it also posed the most problems in that the land was held by seven property owners and there was an area of approximately 4 ha which would have to be cleared of trees which would result in a significant environmental impact on the area. This site has therefore been rejected by the C.V.C.A. A structure constructed on the Shell property just north of Highway 403 would cost approximately the same amount of money as a structure in Erindale Park (\$360,000); however, since this structure is considerably upstream from Dundas Street it is estimated it would hold back a lesser amount of ice than a structure constructed in Erindale Park. In addition to the above negative factor, it would be necessary to acquire land from the Croatian Park in order to make an ice dam on the Shell property viable.

.....2

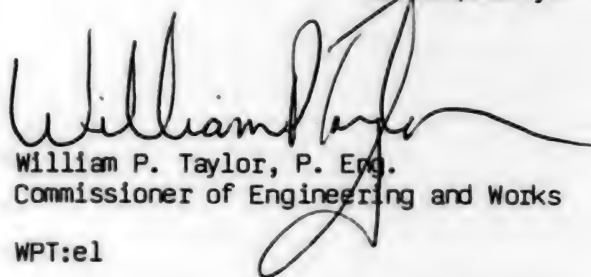
7/21

- 2 -

A structure in Erindale Park can be built prior to the end of 1986 at a cost of approximately \$360,000 due to the fact that all of the property is in public ownership. An ice dam constructed in Erindale Park is estimated to be capable of holding back 71% of the ice which would reach the Mississauga Golf Club. In addition the Conservation Authority has indicated that it is prepared to help the Parks Department in repairing any ice damage which might occur in the spring of the year in Erindale Park due to scour. It also can be argued that the construction of the ice dam structure in Erindale Park could have an effect on the recently completed works in the park; however, it is felt that the impact would be minimal and of course any damage could be cleaned up after the construction of the dam is completed.

RECOMMENDATION:

That the Credit Valley Conservation Authority be advised that the City of Mississauga would like them to proceed with the construction of an ice dam structure in Erindale Park in 1986, on the premise that the structure will blend in with the park facilities, at an estimated cost of \$360,000 with the City of Mississauga being designated benefiting municipality.


William P. Taylor, P. Eng.
Commissioner of Engineering and Works

WPT:el

cc: Mayor H. McCallion (File 86/337)

0495E/0039E



MEMORANDUM

8

To Chairman and Members of
Dept Operations and Works Committee

From W. P. Taylor, P. Eng.
Dept Engineering and Works

June 27, 1986

File: 12 241 00001
12 111 00001

OPERATIONS/WORKS

JUL 9 1986

4575

SUBJECT:

Sand on Residential Streets

F.05.01

ORIGIN:

Report Request 133-86
Letter from Alan Cooper dated May 20, 1986 (attached)

COMMENTS:

It has been City policy in the past that no sweeping be carried out on surface-treated roads. This has applied even following the winter maintenance period where the normal spring clean-up is carried out on all streets in the City; exceptions only being made where the build-up of sand caused a hazardous road condition.

In May of this year, following complaints from residents and Councillors regarding the need for sweeping of these roads, I gave instructions to the Works Department that they be swept.

RECOMMENDATION:

That all surface-treated roads be swept following winter maintenance activities, at an estimated cost of \$20,000.

William P. Taylor

William P. Taylor, P. Eng.
Commissioner of Engineering and Works

DJD:AEM/db
Attach.

0495E/0039E



4

MEMORANDUM

FILE: 17 111 86104
11 141 00045

To: Chairman & Members of
Operations & Works Committee
Dept. _____

From: Wm. P. Taylor, P.Eng.
Dept. Commissioner, Engineering

June 26, 1986

JUL 9 1986

OPERATIONS/WORKS

SUBJECT: Rehabilitation of Lakeshore Road Bridge over the Credit River.

SOURCE: Engineering and Works Committee.

COMMENTS: The Engineering and Works Department, as part of the Bridge Maintenance Program, requested the firms of McCormick Rankin and Morrison Hershfield Limited to submit proposals to undertake a detailed bridge condition survey, and to prepare necessary plans, and contract documents for the rehabilitation of same for same in 1987.

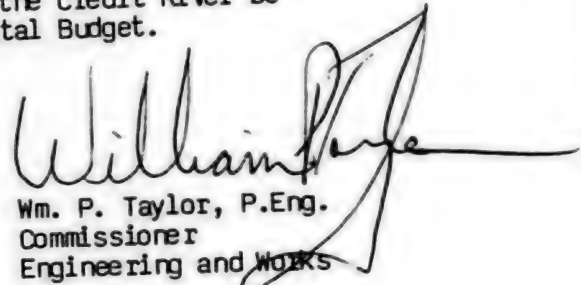
4573

JUL 5 1986

J.05.85000

Funds necessary for the rehabilitation works will be proposed in the 1987 Capital budget. Based on review of the proposal, it is the recommendation of this Department that the services of the firm of McCormick Rankin be retained to carry out the survey and prepare the necessary contract documents. Funds for the work have been allocated in the 1986 Bridge Maintenance Current Account 08212-01-4192.

- RECOMMENDATIONS:**
1. That the firm of McCormick Rankin be appointed to carry out the bridge survey design and contract drawings of the rehabilitation of the Lakeshore Road bridge over the Credit River and that the necessary funds be allocated from the Bridge Maintenance Current Account No. 08212-01-4192.(maximum upset cost of \$75,000.00)
 2. That the funding for the rehabilitation of the Lakeshore Road bridge over the Credit River be considered in the 1987 Capital Budget.


Wm. P. Taylor, P.Eng.
Commissioner
Engineering and Works

9999E/jc



MEMORANDUM

10

To Chairman and Members of

From W. P. Taylor, P. Eng.

Dept. Operations and Works Committee

Dept. Engineering and Works

June 24, 1986

File: 22 121 00002

OPERATIONS/WORKS **JUL 9 1986**

SUBJECT:

M.T.C. Five-Year Construction Program

ORIGIN:

Report Request 164-86; Council Meeting June 9, 1986

COMMENTS:

At the Council meeting of June 9, 1986 a letter was received from Mr. E. Fulton, Minister of Transportation and Communications, with respect to the proposed staging of intersection improvements on the Q.E.W. commencing with the interchange at Southdown Road and Erin Mills Parkway without any specific timing mentioned.

4477

JUL 25 1986

A.02 03.02.01

We were asked to review with Ministry staff their capital program proposed for the City of Mississauga and wish to advise that as of June 19, 1986 the following was indicated:

1. Award of tender for the interchange at Winston Churchill Boulevard and Highway 401
June 1986
2. Tender of new Kennedy Road flyover of Highway 401
Fall 1986
3. Highway 403 collector-distributor system Matheson-Eglinton
1986
4. Noise barriers north and south sides Q.E.W. Dixie-Etobicoke Creek
1986
5. Widening of Highway 410 continuing north of Steeles Avenue to 4 lanes (Brampton)
1986
6. Replacement of Highway 401-Derry Road overpass
5-Year Program

.....2

10/21

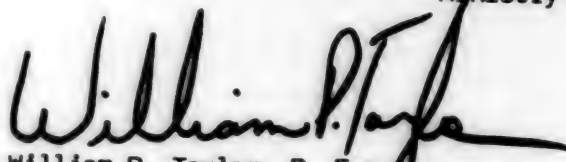
- 2 -

- | | |
|---|----------------|
| 7. Replacement of Highway 401-Steeles Avenue overpass (Halton) | 5-Year Program |
| 8. Noise barrier north and south sides Q.E.W. Dixie-Stanfield | 5-Year Program |
| 9. Noise barrier south side Q.E.W. Cawthra westerly to Highway 10 | 5-Year Program |

It is therefore evident that none of the intersections on the Q.E.W. is to be upgraded in the foreseeable future (five years) as of June 1986. It would therefore appear that if the City wishes work to start on the Q.E.W. intersections prior to 1990, a concerted effort will be required by our elected representatives with the Minister of Transportation and Communications.

RECOMMENDATIONS:

1. That the Ministry of Transportation and Communications be requested to advise the City annually on their Five-Year Capital Program.
2. That the Minister of Transportation and Communications be requested to place the reconstruction of the intersection of the Q.E.W. and Southdown Road/Erin Mills Parkway in the next Five-Year Capital Budget, and that a meeting be arranged with the Minister to review the need for bringing this construction work into the Ministry's Five-Year Program.


William P. Taylor, P. Eng.
Commissioner of Engineering and Works
WPT:el

0495E/0039E

**MEMORANDUM**FILE : 11 141 00045
13 111 00003

11

To The Chairman & Members of From William P. Taylor, P.Eng.,
Dept. Operations and Works Committee. Dept. Engineering & Works Dept.

June 19, 1986

JUL 9 1986

OPERATIONS/WORKS

SUBJECT: Parking on City Streets and Front Yard Parking.

SOURCE: Public Works Committee Request Nos. 147-85 - City's Parking Policy, and 197-85 - Three Hour Parking Limit, Report Request 1-85.

COMMENTS: The Engineering Department is in possession of the above requests for reports from the Public Works Committee, with respect to current City parking policies and practices. We are also in possession of a request from the By-Law Committee for a report (No. 251-85) on the feasibility of expanding the current on-street maximum parking by-law from three to five hours.

4571
JUL 5 0 1986
F.06.04.02

In view of the aforesaid, we have prepared this report on parking in Mississauga as it pertains to current requirements, the three hour on-street maximum, permit parking and extended on-street parking. In addition we have reviewed the City of Toronto practices as they relate to Front Yard and Permit Parking.

The Engineering Department has received a number of complaints and requests with respect to parking, and currently have in review seven individual requests from resident groups on Brandon Gate Drive, Brookhurst Road, Carillion Avenue, Corkstone Glade, Gripsholm Road, Meadows Blvd. and Mississauga Road for extended on-street and permit parking. These seven are being evaluated in accordance with current criteria.

The following is a breakdown of parking in Mississauga:

ON-STREET PARKING

Currently, a vehicle may be parked on a City roadway for a maximum of three hours, unless the roadway is signed otherwise. This three hour maximum was established many years ago, probably in keeping with similar by-laws of Metro Toronto and surrounding Municipalities. It has remained as such, and is quite common to many surrounding municipalities. Engineering Department staff have been in contact with a number of municipalities (Brampton, Burlington, Etobicoke, Guelph, Hamilton, London, Oakville, St. Catharines, Scarborough, Toronto, Windsor and York), and found that seven of these twelve have the identical three hour maximum, two have a twelve hour maximum, one a six hour maximum, Guelph prohibits parking between 2.00 am and 6.00 am, and London between 4.00 am and 5.00 am.

11(a)

EXTENDED PARKING

In our report to Public Works dated February 13, 1984 (copy attached) which was subsequently adopted by Council on May 14, 1984, it was approved that long term on-street parking would be permitted in medium/high density areas where existing on-site parking was less than 200% with no possibility of expansion. This would also include rental units where parking facilities are less than the current requirement.

This extended parking program under way on portions of about twenty City roadways, has resulted in major benefits to those affected, however there appear to be a number of concerns worthy of consideration:

- extended parking for some residents free of charge is very unfair to those residents of the Williamsport Drive area who must pay for on-street parking permits (notwithstanding that this was selected as an experimental area).
- vehicles parked for extended periods impede street maintenance and snow clearing.
- extended parking is difficult to enforce under the current enforcement system (8 hour shifts).
- some residents will opt for free on-street extended parking rather than pay for on-site apartment/condo parking

With respect to the twelve municipalities views on this subject, approximately half do not allow extended parking, while the other half have experimented with permit parking or a facsimile to the extended parking currently permitted in Mississauga. For example, Burlington will not permit extended parking due to the anticipated problems with snow clearing and maintenance, and have very strong Council support. Scarborough allows parking for periods of eight to twelve hours but have experienced problems with enforcement, maintenance and snow clearing.

PERMIT PARKING

Council, on June 11, 1984 adopted the recommendation that an experimental program of permit parking be developed on Williamsport Drive, and that permits be made available to the owners and tenants of address numbers 1335, 1395 and 1455 Williamsport Drive and extended later to permit residents at #1400 Winding Trail to purchase permits. The area signed for permits is the north and east sides of Williamsport Drive between a point 117 m west of Havenwood Drive and a point 30 m south of Gulleden Drive, and includes space for thirty vehicles.

1161
Since the implementation of this program in August, 1984, permits have been issued as follows:

- 1st term - August - December 31, 1984
18 permits issued
- 2nd term - January 1 - June 30, 1985
30 permits issued - waiting list of about 12
- 3rd term - July 1 - December 31, 1985
24 permits issued
- 4th term - January 1 - June 30, 1986
22 permits issued

Permits are issued on a six month basis and are payable in advance at \$60 (\$10 per month). All current permit holders are offered a chance at renewal before other permits are issued to those on the waiting list.

During its first 17 months of existence, the program has experienced a number of problems and received its share of verbal abuse. Most of this relates to enforcement, as numerous complaints have been received from permit holders who could not find a space within the permit area. Many of these residents have questioned the consistency and fairness of the enforcement, especially when they have no alternative but to park outside the permit area and still receive a parking ticket.

Parking Control staff have indicated that enforcement has been as consistent as possible but is quite difficult. Towing of vehicles is next to impossible as vehicles are parked bumper to bumper and tow trucks cannot gain access. Further, the current fine of \$5 for illegal parking is not sufficient to act as a suitable deterrent to those who park illegally.

Comments have also been made with respect to snow clearing, both from a residents and City maintenance staff perspective.

In terms of administration, we have noted a fairly high turn over in permits, as well as a few refund requests. This however, has been expected since most permit holders are property renters.

Based on permit parking experience to date, the major issue relates to fairness, as other residents are permitted to park for extended periods free of charge. In this regard, permit parking must be either abolished in favour of free extended parking or expanded City-wide. Regarding the latter, expansion would create the need for additional administrative and enforcement staff and is not recommended at this time.

11/24

The municipalities of Etobicoke, Hamilton, Toronto and York utilize a permit parking program, while St. Catharines is in the introductory stages. These programs have been introduced in older areas of each locale generally where driveways do not exist, and are often alternate side programs. The alternating of sides is utilized to assist in street maintenance, but does not help with respect to snow clearing. The City of Hamilton has recently abolished the alternate sides during winter months due to snow clearing difficulties.

It was generally agreed that permit parking is a significant headache in terms of both administration and enforcement and while the experiment could be deemed as having been worthwhile, the program should not be continued.

PARKING REQUIREMENTS

While the majority of the areas where long term on-street parking is permitted are in older multi-family developments, we have a concern that the current requirements do not appear to be in keeping with the recent trends of multi-car families and multi-car rental units.

The basic parking requirements for the various types of units are as follows :

Single Family Unit	- 200% on site/unit
Rental apartment	- 123% - 173%/unit
Condominium	- 200%/unit
Townhouse (owned)	- 230%/unit
Townhouse (rental)	- 155% - 230%/unit

It appears that these figures, ranging from 1.23 - 2.3 parking spaces per unit including visitor and recreational vehicle parking may perhaps be lacking when one considers the definite trends toward multi-vehicle families and multi-vehicle rental units. The above figures reflect today's requirements, and do not include older standards in the older areas of Port Credit and Streetsville, for example, where on-site parking requirements are still lower and parking space therefore even more limited.

In order to reduce the number of parking complaints and increase the amount of available parking space, it is apparent that changes are in order. A number of positive changes have already been implemented, for example, in newer areas single family lots are 9.75 m minimum in width, and driveways are constructed in such a manner to provide enough width to allow two vehicles to be parked side by side. This arrangement combined with a garage allows for 300% on-site parking (assuming that a car goes into the garage). Also, care is taken in ensuring that adequate short term on-street parking is provided for in the placement of the driveways. In this regard however, driveway widths for all lots have been held to a maximum 6.5 m which allows side-by-side driveway parking, while not encroaching significantly on the front lawns. It may also be appropriate for the Planning Department to review the current residential parking standards to ensure their continued appropriateness.

11(a)

CITY OF TORONTO - FRONT YARD PARKING AND PERMIT PARKING:

The Mayor noted an advertisement by the City of Toronto indicating that there would be a special evening meeting with respect to Front Yard Parking and Permit Parking. The Mayor asked that this item be followed up and that any details that are existing be presented to the Public Works Committee.

The Engineering Department has contacted the City of Toronto and obtained the relevant background reports. The purpose of the newspaper notice was to advise residents that a special meeting of the City Services Committee was being held to review proposed changes in the City of Toronto Front Yard Parking, Driveway Widening By-Laws (Appendix 1).

In the older neighbourhood of the City of Toronto there has been a serious lack of residential parking. Therefore, in the early 1960's a system of permit parking was established to permit overnight on-street parking for residents without available off-street parking. This system now encompasses some 1,200 streets with 50,000 legal on-street overnight parking spaces. Currently there are approximately 43,000 permits issued resulting in a revenue of \$1.5 million annually.

In January, 1981, "after much tortuous debate" and the obtaining of special legislation (Section 4, City of Toronto Act, 1980), a Front Yard Parking By-Law was adopted by the City of Toronto Council. Under this by-law certain properties that have no other available off-street parking, that can meet certain criteria, will qualify for licensed front yard parking. The criteria used is outlined in Appendix 2.

The City of Toronto also has by-laws to permit the widening of existing driveways for the purpose of parking beyond the main front wall of a dwelling. The by-laws were enacted to provide a measure of relief for those residents of the City of Toronto with homes that have driveways deemed too narrow to negotiate. The criteria required for a driveway widening licence are contained in Appendix 3.

A review of the pertinent reports and by-laws would indicate that the main thrust of the various by-laws and parking arrangements are intended as an attempt to alleviate to some extent the serious lack of parking which exists in the older neighbourhoods of the City of Mississauga. However, the City of Toronto has not assumed the responsibility of guaranteeing a parking space for every vehicle or each additional vehicle acquired by a resident as there is an inherent and justifiable responsibility on the part of the vehicle owner to provide for their own parking requirements.

1141

There are few similarities between the City of Toronto and the City of Mississauga. The City is carrying out a Permit Parking experiment in a high density residential area rather than in single family areas such as in the City of Toronto. The City of Mississauga's problem areas are somewhat dispersed and generally in high density areas. There have been a number of requests for permit parking in single family areas where generally a single owner is requesting a permit when there are four or five cars in the household.

With regard to front yard parking, the City of Mississauga has had problem areas, particularly on narrow lots when a resident wishes to widen his driveway to provide additional parking. Unless carefully controlled, much of the front yard is paved resulting in little landscaped area. The City of Toronto by-laws permitting front yard parking are intended for areas where no other form of off-street parking is available, or in the case of the driveway widening by-laws, the existing driveway is too narrow.

With respect to the City of Mississauga, the issue of the paving of front yards for parking was addressed by limiting the width of driveways to 6.5 metres (21.3 ft.). The by-laws for this restriction were enacted in 1984, and were based on a Planning Department report of June 21, 1984. Also in new subdivisions the minimum lot size was identified as 32 ft. (9.75 m) so as to permit a two car driveway and leave an adequate front yard or on-street parking area. The issue of 32 ft. lots is currently being addressed by the City Manager.

SUMMARY:

With respect to maintenance, snow clearing and enforcement, we can conclude that the three hour limit is reasonable and adequate in most cases and should not be extended nor abolished. By-Law Committee has dealt with a report from the Commissioner of Building dated November 7, 1985 at its meeting of January 9, 1986 and adopted the following recommendation:

"4-86 That no change be made to the three (3) hour parking limit currently in place in the City of Mississauga"

This recommendation was subsequently adopted by Council at its meeting of January 27, 1986.

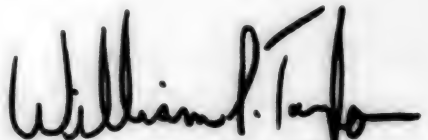
We feel that this matter has been adequately addressed.

1141

With regards to permit and extended parking, we can conclude that only one program is acceptable. This issue of fairness with respect to parking for free versus paying for a permit is the major concern, and must be dealt with. We are of the opinion that extended parking is simpler to accommodate and control and appears to at least temporarily satisfy the needs of those where parking shortages have been identified. This may create additional enforcement and snow removal problems, but these can probably be overcome to at least an acceptable level.

In general, the 72 hour parking zones have satisfied an identified need and have not caused serious traffic problems as they have been carefully screened. Complaints from surrounding residents have been extremely low (i.e. one or two) where the long term parking has been instituted.

- RECOMMENDATIONS :
1. That the current three hour on-street maximum remain as such and be enforced consistently on a City-wide basis.
 2. That permit parking on Williamsport Drive be abolished as of June 30, 1986, and be replaced with seventy-two hour extended parking free of charge.
 3. That the current extended parking program be continued subject to existing criteria as previously approved by Council (copy attached).
 4. That the current parking requirements be reviewed and re-evaluated by the Planning Department.
 5. That a by-law to amend By-Law 444-79, as amended, be enacted to implement recommendation Number 2.



William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department.

/dab
17E
Attach.

MEMORANDUM

11 161 0000
11 161 0011

To CHAIRMAN AND MEMBERS OF
Dept. PUBLIC WORKS

RECEIVED	
REGISTRY No.	1369
DATE	FEB 15 1984
FILE No.	F.O.G. 04.02 C.03.03
CLEANING DEPARTMENT	

From W. P. TAYLOR
ENGINEERING AND WORKS

February 13, 1984.

REQUEST NOS. 235-82, 204-83, 28-83, 182-83

P.W. DATE FEB 16 1984

SUBJECT:

On-street Parking in Residential Zones

SOURCE:

Engineering and Works Department

COMMENTS:

Council on October 11, 1983 adopted the following recommendations:

- "(a) That the Commissioner of Engineering and Works prepare a report for the consideration of the Public Works Committee with respect to the following:
- (i) institution of a system of alternate side parking on certain roadways where a need for long term on-street parking is identified;
 - (ii) development of an experimental program for permit parking in specific areas taking into consideration costs, revenues, legal rights, etc.;
 - (iii) maps indicating the roadways designated for the programs set out in parts (i) and (ii);
 - (iv) additional staff which would be required for the implementation of the programs set out in parts (a) and (b);
- (b) That the Planning Department review current parking standards with respect to residential and commercial development and report back to the Public Works Committee by December 31, 1983, with recommendations to alleviate the problems outlined in the report dated May 18, 1983, from the Commissioner of Engineering and Works."

... 2 ...

In response to Council's request, we are submitting this report outlining proposals for the institution of a system of alternate side long term parking and one or two side long term parking in selected areas where needs for this type of exemption have been determined; and one area to implement an experimental program of on-street permit parking. 11(K)

(i) On-Street Parking

The Engineering Department is including in this report previous requests made for the exemption of the three-hour parking limit as follows:

(a) Single Family Residential

1. Memo from Councillor Skjarum dated November 1, 1982 to Mr. Keith Cowan, Building Department, regarding Franconia Drive.

Franconia Drive - homes which are situated on this 28' residential street have 50-60' lots, with garages and driveways capable of storing 2-3 and sometimes 4 vehicles. If additional parking on-site is required it can be developed in most instances by widening the driveways on private property. The Engineering Department cannot support creating long term on-street parking in residential areas where there are single, semi-detached or link dwellings where there usually exists at least 2 and in some instances more than 2 on-site spaces available and where room is available for additional vehicles by widening driveways on private property as is the situation on this street.

2. Memorandum from Councillor Culham dated January 19, 1984, to W. P. Taylor, Commissioner of Engineering, regarding a request from Mrs. S. Collis of 2374 Woking Crescent requesting relief from the three-hour parking limit.

The Engineering Department has reviewed this request and cannot recommend creating long-term parking on Woking Crescent. It is our opinion that it is feasible to widen the driveway sufficiently to permit the parking of an additional vehicle in the driveway. This would require widening on both sides of the driveway and the relocation of a small driveway light.

11/17

(b) Multiple Family Residential Areas

These areas have been selected from our files where 200% or less on-site parking is available or where a specific report request has been received. The Engineering Department feels it would be appropriate at this time to consider for the implementation program, only those areas which have less than 200% on-site parking available or where specific requests have been received indicating problems exist despite the fact that over 200% on-site parking exists.

We are suggesting that developments having in excess of 200% parking and where no requests have been received be considered at a later date after the effectiveness of the program has been assessed and if requested at that time. We have no objection to an on-going addition of developments to the program where less than 200% on-site parking is available as these areas are brought to our attention subject to the implementation being feasible for that particular area, and on the assumption that these areas do not have reasonable potential for development of additional off-street parking facilities.

Maps of each location that will be discussed below are attached for reference of the areas to be exempted from the 3-hour parking limit.

1. Letter October 25, 1982, to By-Law Enforcement from Peel Non-Profit Housing Corporation re 2250 South Millway, Senior Citizens Home.

The areas being recommended for long term on street parking are as follows:

South Millway from 15 metres north of Collegeway to 15 metres south of the east/west leg of South Millway

South Millway from 15 metres west of the north/south leg of South Millway to 116 metres east of the west limit of South Millway.

This long term on-street parking is being provided on one side of South Millway to respond to a request for this exemption from the Peel Non-Profit Housing Corp. in their letter of October 25, 1982. They suggest on-site parking does not exist to accommodate visitors who stay overnight at the senior citizens' home.

1181

The north-south section of South Millway immediately north of The Collegeway is 4 lanes wide and can accommodate long term parking on the west side across the frontage of the senior citizens home. The east-west section of South Millway is 32' wide and can accommodate parking on the south side adjacent to the development. Since only the senior citizens' home is being served by long term parking and there is no development on the opposite side of the road, single sided parking is being recommended.

2. Report Request 28-83 petition from residents on Townwood Court.

The area being recommended for long term on street parking is as follows:

Townwood Court - from 15 metres east of Windwood Drive to 15 metres north of the south limit of Townwood Court.

These townhouses have 200% on-site parking (1 space garage and 1 in driveway), however, on-site evaluation indicated an on-street parking problem and it is an ideal location to develop alternate side parking.

3. 6680 Shelter Bay Road - letters from Audrey Partridge, Board of Directors of The Meadows Co-operative Homes Inc., Sept. 16/81, Jan. 8/82.

6680 Shelter Bay Road

Glen Erin Drive - west side from 15m south of Shelter Bay Road to a point 77m southerly thereof. South side of Shelter Bay Road from 85m west of Glen Erin Drive to a point 30m westerly thereof.

A request is on record from the Meadows Co-Operative Homes Inc. for long term on-street parking for the following reasons noted in a letter from Audrey Partridge, September 16, 1981:

- there are more than 2 vehicles per household,
- it is necessary to use the garage for storage,
- commercial vehicles are brought home.

11/12/81

Although more than 200% off-street parking exists on this site, for the reasons stated above there appears to be a need for additional off-site parking. On-street long term parking can be accommodated on the south side of Shelter Bay Road across the frontage of Meadows Co-Op Homes, however, due to the need to post a 50' corner restriction and the existing bus stop, only approximately 5 vehicles can be accommodated. Additional parking can be provided on the west side of Glen Erin Drive across this site's frontage. Rush hour traffic volumes are not such at this time that southbound vehicles on Glen Erin Drive would be severely impeded. At present, the west side of Glen Erin Drive between Gananoque Drive and Derry Road, and the east side of Glen Erin Drive between Shelter Bay Road and Gananoque Drive is used for long term parking for two of the existing sites where the three-hour limit has been exempted and no problems have occurred in these areas. It should be noted however, in the event that traffic volumes increase to the point where rush hour traffic is interfered with, a rush hour prohibition will have to be implemented Mon. to Fri. similar to the proposal for Goreway Drive, discussed previously in this report.

4. Memo to the Engineering Department from Councillor McKechnie, May 20/83 re Peel Condominium 3, 7440 Goreway Drive.

7440 Goreway Drive, Peel Condominium No. 3

The Engineering Department has reservations about allowing long term on-street parking on major multi lane roadways mainly for the reason of obstruction to traffic especially during rush hours. Major roads have been constructed with multi lanes to handle the increased traffic volumes in an expeditious manner and encumbering 1 lane would create increased accident potential, serious delays and hazards more so during peak conditions. In some instances there is a possibility of allowing long term on-street parking due to night time traffic volumes being

11(x)

significantly reduced and in this instance on Goreway Drive this possibility exists. Since these situations present a different problem, the hours of the permissive long term parking would have to be restricted to night time and weekends. We feel parking should be prohibited during the daytime especially during the peak hours. There may be instances where 3-hour limit parking can be permitted between a.m. and p.m. peak periods. In this case, the Engineering Department's recommendation would be to allow long term on-street parking from 7p.m. - 7a.m. and all day Saturday, Sunday and holidays while prohibiting parking at any time on the west side of Goreway Drive and across the frontage of this development east side between 7-9a.m. and 4-6p.m. Monday-Friday. The standard 3-hour limit will remain in effect between 9a.m. and 4p.m. Monday-Friday.

5. a) Report Request #235-82 parking problems on Jaquar Valley Drive initiated by Councillor L. Taylor.

Jaquar Valley Drive

The areas being recommended for long term on street parking are as follows:

Jaquar Valley Drive from 15 metres north of Kirwin Avenue to 15 metres south of John Street.

Alternate side parking is being proposed for this section of Jaquar Valley Drive.

Alternate side parking can be provided on Jaquar Valley Drive within the limits shown.

11km

5. b) Kirwin Avenue between Hurontario Street and Dundas Street - request from Councillor Taylor.

Parking is presently prohibited on the entire south and west sides of Kirwin Avenue between Dundas Street East and Hurontario Street. It is proposed to permit long term on street parking in the following areas:

1. South side of John Street from 57 metres west of Jaquar Valley Drive to a point 55 metres east of Little John Lane (excluding 15 metre corner prohibitions).
2. East side of Littlejohn Lane from a point 15 metres south of John Street and a point 73 metres southerly thereof.
3. North and East sides of Kirwin Avenue as shown on the attached drawing. It is proposed to prohibit parking adjacent to private accessess on Kirwin Avenue to maintain adequate sight distance for vehicle existing from the driveways. Also parking will be prohibited on the west side of Littlejohn Lane on the opposite side from the permitted long term parking to maintain two way traffic flow.

The permitting of long term parking on Kirwin Avenue will have to be reviewed from time to time as traffic volumes on Kirwin Avenue increase.

6. Request #182-83 parking problems on John Street North (Port Credit) initiated by a contact by Mr. Veri to the Clerks Department and a subsequent memo from the Clerks Department to the Engineering Department. 11(m)

The areas recommended for long term on street parking are as follows:

John Street North from 40 metres north of Lakeshore Road West to 60 metres northerly thereof.

We are not proposing alternate side parking on John Street North since the road is 4 lanes wide which accommodates 2 driving lanes and 2 curbside parking lanes. Also there are an unequal number of spaces in the opposing sides and this does not lend itself to the establishment of alternate side parking. To maximize on-street parking we recommend both sides be exempted from the 3-hour limit as illustrated on the plan.

The following areas have been identified from the list of approximately 50 locations prepared by the Parking Control Section and reviewed by the Engineering Department.

a) Inverhouse Drive/Lushes Avenue

The recommended areas for long term on street parking are as follows:

Inverhouse Drive from 65 metres south of Lakeshore Road to 85 metres north of Bonnymede Drive.

Lushes Avenue from 15 metres west of Inverhouse Drive to 7 metres east of the west limit of Lushes Avenue.

1/1(01)

Alternate side parking is proposed with one side permitting parking between 7p.m. and 7a.m. while the other side is prohibited between these same hours so that two way traffic can be maintained. The reverse situation will take place during the hours of 7a.m. and 7p.m. thus creating the alternate side long term on-street parking. This alternate side parking will be effective 7 days a week.

The attached plan and legend indicates the times and sides parking will be permitted and prohibited.

- b) Winding Trail from 50 metres west of Dixie Road to Silver Spear Road (south side only).

This area of Winding Trail is a candidate for one-sided parking only due to the park on the north side. We propose an exemption to the 3-hour limit in the area indicated on the plan.

Existing 'No Parking Anytime' signs exist on the park side (north) to keep this area clear of parked vehicles for safety purposes. This rules out establishing this area as alternate side parking.

- c) Mississauga Valley Boulevard from 60 metres north of Elm Drive to 30 metres west of Cooksville Creek (east & south sides)

Since the areas defined as problem locations for on-street parking are on the south and east sides of Mississauga Valley Boulevard, we do not feel alternate side parking is required. Many on-street spaces can be provided in the illustrated area on one side which should meet the demand for long term parking.

Furthermore, the width of the road being 4 lanes and the fact that only developments on the south and east side of Mississauga Valley Boulevard are being accommodated for long term on-street parking suggests that alternate side parking would not be appropriate in this area.

- d) Westminster Place from 25 metres north of Rathburn Road East to 15 metres northerly thereof, then from a point 70 metres north of Rathburn Road East to a point 45 metres northerly thereof.

11(p)

A similar problem exists at the Senior Citizens' Home on Westminster Place for accommodation of long term on-street parking. The road width is sufficient to allow long term on-street parking across the frontage of Westminster Place and one-sided long term on-street parking is being recommended. The Engineering Department has no objection to the provision of long term parking on Westminster Place as illustrated on the attached plans.

- e) Darcel Avenue from 15 metres north of Etude Drive to 120 metres south of Delaport Drive (west side)

Alternate side parking is not practical in this area since the east side of Darcel Avenue has single family dwellings on the east side therefore one sided long term parking is proposed.

The width of the road is the standard local street width of 28' and can accommodate parking on only one side so as to allow two driving lanes.

- (ii) Permit Parking - It is suggested that the area for the permit parking experiment be Williamsport Drive on the north side of south leg from a point 117 metres west of Havenwood Drive to a point 274 metres west of Havenwood Drive on the south side of north leg.

The area is adjacent to numbers 1335, 1395 and 1455 Williamsport Drive which exhibited the provision of lowest on-site parking (11%).

11(a)

The area is outlined in the attached sketch. As noted in the sketch, the inside of the curve is being proposed for the exemption of the 3-hour parking limit by permit since it abuts the 3 addresses on Williamsport where the on-site parking problem exists. While it has not generally been the practice to allow parking on the inside of curve for sight line purposes, the Engineering Department feels in this instance there is only 1 driveway affected by the curve and prohibiting parking in the vicinity of the driveway will improve sight lines for exiting motorists. We also propose to prohibit parking at anytime around the outside of the curve so that two way unobstructed traffic can be maintained and to paint an offset centre line to guide motorists around the curve.

'No Parking' signs exist on the north side of the south leg of Williamsport and the north side of the north leg of Williamsport. The signing will have to be adjusted to prohibit parking on the outside of the curve and allow long term parking on the inside of the curve.

The portion of Williamsport Drive adjacent to No. 1335, 1395 and 1455 can accommodate 49 spaces. It is recommended that an area to accommodate 30 permit parking spaces be established initially with the remaining area having a 3-hour limit. This number of spaces may have to be expanded if the demand requires. To prevent haphazard parking and to ensure that all spaces will be utilized, we recommend the painting of the stalls.

In instituting a permit parking system we feel that the rules of the game should be clearly established and suggestions in this regard are listed below:

- (a) Permits will be issued only for the number of spaces available on the roadway within the limits of the exempted area on a first-come, first-served basis.

has been allocated, waiting lists by priority of date will be maintained and permits will be issued in date order as space becomes available due to cancellations.

11/21

- b) A permit shall be issued to any owner or tenant of the premises who actually resides in said premises, provided in the opinion of the Commissioner, there is no parking space on the land where the owner or tenant resides and provided that where there is parking space on the land where owner or tenant resides, such parking space is not available to said owner or tenant and provided no more than one parking space shall be assigned to any owner or tenant.
- c) Where there are parking spaces remaining after satisfying the provision of subsection (b) additional parking spaces shall be assigned to any owner or tenant who actually resides in said premises and there is no parking space located on the land where the owner or tenant resides.
- d) Permits will be issued only for passenger vehicles and vans or light trucks which are the sole vehicle for family transportation and for the licence plate of the vehicle to the owner (no permits will be issued to vehicles used for commercial or recreation purposes). Any vehicle for which a permit is issued must not exceed 17' (5.2m) in length.
- e) Permits will be issued semi-annually and will become due for renewal on January 1, and July 1.

The Engineering Department will mail all permit holders a renewal application card to the address on the current file. This application card, correctly completed should be returned by mail with pre-payment before the next permit parking period begins. Failure to renew a permit promptly may result in an existing permit holder being displaced by a new applicant from the waiting list.

- f) Permit fee will be \$10 per month payable in a lump sum for the forthcoming 6-month period or portion thereof dependent upon the time of application.

11/12/1

- g) Permit fee shall be non-refundable unless cancelled by the Corporation.
- h) Permits are not transferable from one vehicle to another and are valid only for the vehicle and licence for which it was issued. A new permit must be applied for if a new vehicle is obtained.
- i) Permits must be affixed to the lower left hand driver's side of the permitted vehicle's windshield. Permits are effective as soon as appropriate signs are erected on those streets authorized by Council.
- j) When a permit is issued on a street name basis, subject to existing traffic regulations, permit holders may park only on authorized and signed sections of that particular street.
- k) Those who have been issued permits must obey existing parking and/or stopping regulations i.e. No Parking and/or No Stopping signs, and other unsigned parking regulations such as:

No parking within 1 metre of a private entrance or driveway; no parking within 3 metres of a fire hydrant; no parking within 2 metres of the end of the curb radius at an intersection.
- l) Only permit holders are permitted to park within the area designated for permit parking during the times indicated.
- m) A permit may be revoked by the Corporation without refund after 14 days Notice to the permit holder should any vehicle be in disrepair and leaking oil or other fluids such that deterioration of the road surface may be caused.

11 (#1)

Implementation

(i) On-Street Parking

With respect to the system of alternate, single and double side long term on-street parking, these can be instituted in short order subject to approval of the necessary by-law amendments and provision of signing.

In conjunction with the new locations being submitted for approval of long term on-street parking, the Engineering Department recommends that all existing areas where the three hour maximum limit has been exempted be incorporated into the new system of exemptions with appropriate signing so that consistency can be maintained on a City-wide basis. Each of the existing locations which have been exempted from the maximum 3 hour limit are one-sided at present and it is proposed to maintain the current set-up for each location and sign them similar to the other locations being proposed for one-sided long term on-street parking. The implementation by-law will contain the necessary amendments to effect this change.

(ii) Permit Parking

The finalizing and setting up of a permit parking system will take a period of time subsequent to the approval and adoption of this report by Council.

It suggested that the residents and tenants of the properties affected be advised of the proposed permit parking system and that the permit parking system will be implemented as of June 1, 1984.

Special forms will have to be made up, and attempts will be made to computerize the system similar to the system used by the City of Toronto. Since this is an experimental system and no one knows at this time whether it will be maintained, extended or discontinued, it may be advisable to proceed with a manual system if administration costs will be less with a manual operation.

17 (w)

The necessary by-law to implement the permit parking system as well as to provide a new fine for unauthorized parking in the permit parking zone will also have to be prepared if the permit parking system is subsequently approved.

(iii) Staffing

We have also been asked to comment on staffing requirements for implementation of a system of alternate side, single and double sided long term on-street parking and permit parking. At the present time existing staff will handle the implementation of the parking systems and if a permit parking system will be expanded in the future we foresee that at least one additional staff member will be required to administer the program. We do not see at this time that 100% of that person's duties would be required for permit parking. The balance of time will be dedicated to other traffic engineering duties for which there is a present need.

With respect to possible additional staff required by parking control, the Commissioner of Building should review and comment on that subject. The appropriate by-laws to implement alternate and single/double sided long term on-street parking as well as permit parking are attached for approval subject to the adoption of this report.

It is essential that the parking be controlled by by-law enforcement in order to assure that the proposed program is effective.

CONCURRENCE (CONTINUED)

Finally, it should be pointed out that snow plowing operations in either areas of permit parking or long term on-street parking will be a problem with the plowing in of parked cars. The City cannot get involved in assisting the owners to get cars dug out after major plowing operations.

RECOMMENDATIONS:

1. That long term on-street parking be permitted on the following streets:
 - (a) South Millway - single side long term parking
 - (b) Townwood Court - alternate side long term parking
 - (c) Shelter Bay Road/Glen Erin Drive - single side long term parking
 - (d) Goreway Drive - single side long term parking
 - (e) Jaquar Valley Drive - alternate side long term parking
 - (f) John Street - one side long term parking
 - (g) Kirwin Avenue - east and north sides
 - (h) John Street North - double sided long term parking
 - (i) Inverhouse Drive and Lushes Drive - alternate side long term parking
 - (j) Winding Trail - single side long term parking
 - (k) Mississauga Valley Boulevard - single side long term parking
 - (l) Westminster Place - single side long term parking
 - (m) Darcel Avenue - single side long term parking
2. That long term on-street parking not be implemented on Franconia Drive.
3. That long term on-street parking not be implemented on Woking Crescent.
4. That an experimental program of permit parking be developed on Williamsport Drive east and north side from a point 117m (384 feet) west of Havenwood Drive (south leg) to a point 30 metres (100 feet) south of Gulleden Drive in accordance with the following criteria:

1/16/11

- a) Permits will be issued only for the number of spaces available on the roadway within the limits of the exempted area on a first-come, first-served basis.

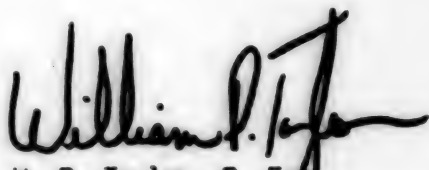
When all space in an area, or on a street, has been allocated, waiting lists by priority of date will be maintained and permits will be issued in date order as space becomes available due to cancellations.


- b) A permit shall be issued to any owner or tenant of the premises who actually resides in said premises, provided in the opinion of the Commissioner, there is no parking space on the land where the owner or tenant resides and provided that where there is parking space on the land where owner or tenant resides, such parking space is not available to said owner or tenant and provided no more than one parking space shall be assigned to any owner or tenant.
- c) Where there are parking spaces remaining after satisfying the provision of subsection (b) additional parking spaces shall be assigned to any owner or tenant who actually resides in said premises and there is no parking space located on the land where the owner or tenant resides.
- d) Permits will be issued only for passenger vehicles and vans or light trucks which are the sole vehicle for family transportation and for the licence plate of the vehicle to the owner (no permits will be issued to vehicles used for commercial or recreation purposes). Any vehicle for which a permit is issued must not exceed 17' (5.2m) in length.
- e) Permits will be issued semi-annually and will become due for renewal on January 1, and July 1.
- f) Permit fee will be \$10 per month payable in a lump sum for the forthcoming 6-month period or portion thereof dependent upon the time of application.

- 11(4)
- g) Permit fee shall be non-refundable unless cancelled by the Corporation.
 - h) Permits are not transferable from one vehicle to another and are valid only for the vehicle and licence for which it was issued. A new permit must be applied for if a new vehicle is obtained.
 - i) Permits must be affixed to the lower left hand driver's side of the permitted vehicle's windshield. Permits are effective as soon as appropriate signs are erected on those streets authorized by Council.
 - j) When a permit is issued on a street name basis, subject to existing traffic regulations, permit holders may park only on authorized and signed sections of that particular street.
 - k) Those who have been issued permits must obey existing parking and/or stopping regulations i.e. No Parking and/or No Stopping signs, and other unsigned parking regulations such as:
No parking within 1 metre of a private entrance or driveway; no parking within 3 metres of a fire hydrant; no parking within 2 metres of the end of the curb radius at an intersection.
 - l) Only permit holders are permitted to park within the area designated for permit parking during the times indicated.
 - m) A permit may be revoked by the Corporation without refund after 14 days Notice to the permit holder should any vehicle be in disrepair and leaking oil or other fluids such that deterioration of the road surface may be caused.

11/1/84

5. That the owners or tenants of numbers 1335, 1395 and 1455 Williamsport Drive be advised of the proposed implementation of a permit parking system for their area commencing on June 1, 1984, in accordance with the terms and conditions approved by Council.
6. That a follow-up report be prepared by the Commissioner of Engineering and Works after the completion of twelve months of operation commenting on the effectiveness of the experimental permit parking system on Williamsport Drive and whether permit parking throughout the City should be expanded, maintained or removed.
7. That the Commissioner of Building be requested to comment on staffing requirements for enforcement of the experimental permit parking system together with the expansion of the exemptions to the 3-hour parking limit if approved.
8. That funds in the amount of \$6,000.00 for the supply and installation of the necessary signs and posts for the long term parking (one side, both sides, alternate sides) as well as the permit parking be provided for in the 1984 Current Budget.
9. That the attached draft by-law to implement long term on-street parking amending by-law 444-79, as amended be approved.


W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

/edm

0059E/15E

1131

APPENDIX 1



City of Toronto

**Public Notice
Special Evening Meeting
Front Yard Parking And
Permit Parking**

Notice is hereby given that the City Services Committee, at its special evening meeting to be held on Thursday, December 6, 1984, at 7:00 p.m., in Committee Room No. 3, City Hall, will hear further representations in respect of recommended changes to the current front yard parking and driveway widening by-laws, as follows:

- (a) Coexistence of Front Yard Parking and Permit Parking;
- (b) Polling procedures;
- (c) Front Yard Parking and Driveway Widening Parking at other than right angles to a dwelling;
- (d) Parking in front of the main front wall of a house; and
- (e) Legalizing parking on an existing driveway that no longer leads to a legal on-site parking space.

Copies of the report (June 7, 1984) from the Sub-Committee on Front Yard Parking and Permit Parking may be obtained by telephoning 947-7030.

Interested persons, groups, and organizations are requested to inform the City Clerk's Department (947-7030) by 4:30 p.m. on December 5, 1984, if they wish to make representations on this matter.

Roy V. Henderson
City Clerk

1/11/83
APPENDIX 2

FRONT YARD PAVING

1. That the property not have any other form of off-street parking available;
2. That 25% of the neighbouring properties indicate support for including their street in the Front Yard Parking By-Law;
3. That the side of the street proposed for front yard parking not be previously approved for permit parking;
4. That a parking area can be accommodated clear of City-owned trees, utility poles, fire hydrants, etc.;
5. That sufficient space exists to park a vehicle three feet clear of the sidewalk and three feet clear of the main front wall of the house. (These measurements were amended to one foot clearance by City Council on September 19, 1983), and
6. Various specific criteria regarding parking clear of windows, doors etc. of the house.

11641

APPENDIX 3

CRITERIA FOR DRIVEWAY WIDENING

- (a) the driveway must be under eight feet in width between adjoining buildings;
- (b) that sufficient space exists to park a vehicle one foot clear of the sidewalk and one foot clear of the residence; and
- (c) that proper clearance is maintained from City-owned trees and other appurtenances.

There are no polling requirements or permit parking deprivation hearings inasmuch as existing curb ramps are used.

**MEMORANDUM**File: 11 141 00045
13 211 00003To Chairman and Members of
Dept. Operations and Works Committee.4368
From

William P. Taylor, P.Eng.,

JUN 25 1986

Dept.

Engineering and Works Dept.

F.06.0402

May 30, 1986.

SUBJECT: Requests for extended on-street and permit parking.**ORIGIN:** Engineering and Works DepartmentOPERATIONS/WORKS **JUL 9 1986****COMMENTS:** The Engineering Department is in possession of the following requests for extended on-street and permit parking.

Public Works Request No. 132-85	- Corkstone Glade
General Committee Request No. 280-85	- Mississauga Road
" " " " 1-86	- Carillion Avenue
" " " " 192-85	- Brookhurst Road
Councillor Skjarum's office	- Gripsholm Road
Councillor Taylor's office	- Meadows Boulevard
Councillor McKechnie's office	- Brandon Gate Drive
Councillor Southorn's office	- Bow River Crescent

All of these requests have been grouped into this report, but have been evaluated on an individual basis.

Each request has been evaluated based on the criteria which was approved by Council at its meeting of May 14, 1984; extended on-street parking will only be considered in developments where the individual unit has less than two on-site parking spaces (200% parking) and cannot develop additional on-site spaces.

(a) Request No. 132-85 - Corkstone Glade
Petition from Mrs. M. Schiza, 1649 Corkstone Glade:

Mrs. Schiza, on behalf of the residents, has requested extended on-street parking on Corkstone Glade. This roadway is a local residential street with an 8.5 m width that could support one-side parking. Currently parking is permitted on either side for a maximum of 3 hours. The neighbourhood is a mixture of single and semi-detached homes, all with garages and driveways.

All units have a minimum of 2 parking spaces (200%) consisting of a garage and driveway, while approximately 60% of the units parking, and most could expand driveways if necessary, Corkstone Glade would not be considered eligible for extended on-street parking.

.../2

(b) Request No. 280-85 - Mississauga Road
Petition from Mr. Robert Gelineau, 34 Mississauga Road, #3.

Mr. Gelineau, on behalf of the area residents, has requested extended parking on the boulevards adjacent to their properties on Mississauga Road, between Lakeshore Road and Front Street North. Boulevard parking is currently permitted for a maximum of 3 hours unless otherwise signed.

This section of Mississauga Road consists of a mixture of residential, single family as well as a number of 2, 3 and 6 plex apartments, and a number of commercial establishments.

Our review indicates that approximately 65% of the residential units supplied 200% or greater on-site parking. Of the remaining, parking availability varied from 0% to about 150%, with the least parking supplied for the apartment units. There appeared to be very few units where driveways could be expanded.

In view of the on-site parking shortage, we do recommend that portions of the boulevards be approved for extended parking. However, due to potential sight distance problems with respect to the many driveways and roadways intersecting Mississauga Road, at this time we can only approve two locations; on the west side between a point 35 meters north of High Street and a point 6 meters south of Park Street, and on the east side between a point 22 meters south of Front Street and a point 40 meters south thereof.

We would also like to point out that extended on-street parking is available just east of Mississauga Road on Peter Street North, and on Park Street West, for those who require it.

(c) Request No. 1-86 - Carillion Avenue
Petition from Mr. Ian Armstrong, 3347 Carillion Avenue.

On behalf of the residents of Carillion Avenue, Mr. Armstrong has requested the implementation of permit parking on this roadway.

In our report to Public Works which is on this agenda, this department recommended against permit parking in Mississauga, and therefore have evaluated this request as extended on-street parking.

Carillion Avenue is an 8.5 meter local residential street which can support one-side parking. Currently parking is permitted on either side for a maximum of three hours. Housing on this roadway is strictly semi-detached, some with abutting driveways, some with garages, and some with car ports. All of these units supply a minimum of 2 parking spaces (200%), and many in excess of that. Many driveways appear to be expandable for additional on-site parking, although some, due to grade, could perhaps be somewhat difficult.

Since all units supplied at least 200% on-site parking, and since many are considered to be expandable, we do not recommend this roadway for extended (or permit) parking.

- 124-1
- (d) Request No. 192-85 - Brookhurst Road.
Petition from Mrs. D. Lutz, 2477 Brookhurst Road.

Mrs. Lutz, on behalf of the Brookhurst Road residents, has requested extended on-street parking on Brookhurst Road.

Brookhurst Road is an 8.5 meter local residential street consisting of single and semi-detached homes. Parking is permitted on either side for a maximum of three hours except where prohibited (north side between Bostock Crescent and Lewisham Drive).

The results of our review indicate that all driveways supply a minimum of 200% on-site parking, and that many were long enough to accommodate three or four vehicles (300-400%). Although the majority are abutting pairs, some driveways could be expanded without significantly encroaching on the front lawns. In view of the above, we cannot support extended parking on Brookhurst Road.

- (e) Request through Councillor Skjarum's office - Gripsholm Road
Petition from Marnie Thorns, Shipp Corporation.

Ms. Thorns, on behalf of the residents of Gripsholm Road, has requested extended parking on Gripsholm Road.

Gripsholm Road is an 8.5 meter local residential roadway and can support one side parking. Currently parking is permitted for a maximum of 3 hours on either side. The area consists of semi-detached homes on the north side and a three building townhouse/condo development on the south side.

The petition was signed primarily by those residents of the townhouse development. All of the semi-detached units supplied a minimum of 200% on-site parking.

During our review of the townhouse development, the superintendent advised that the buildings have a total of 60 units and 96 parking spaces, (160%), and no visitors parking. While many of the units have more than one vehicle, only 95 of the 96 spaces have been spoken for. This indicates that extended on-street parking would only be used by visitors, or tenants not wishing to utilize the available on-site parking.

Although this development supplies less than the 200% requirement, the one vacant on-site spot indicates that extended on-street parking is not required. Visitors wishing to park may do so on the roadway for up to three hours.

12001

- (f) Request through Councillor Taylor's office -
Meadows Boulevard.

Councillor Taylor has requested an investigation into the feasibility of implementing permit parking on Meadows Boulevard north of Rathburn Road. In view of our position with respect to permit parking this will be evaluated in terms of extended on-street parking.

We have investigated all residential development in the surrounding area and found that all units have at least 200% on-site parking.

All units of the Forestview Village Condominium development have a garage and one driveway space (200%), while all the single and semi-detached units fronting on Rathburn Road on on Kelvedon Mews have large garages and driveways and far exceed the 200% on-site requirement.

As previously outlined, this department does not support the permit parking program. With respect to extended parking, since all units in the area have a minimum of 200% on-site parking, we do not support its implementation on Meadows Boulevard.

- (g) Request through Councillor McKechnie's office -
3430 Brandon Gate Drive.

Councillor McKechnie has requested an investigation into the feasibility of implementing extended on-street parking on Brandon Gate Drive between Catalpa Road and Goreway Drive. Apparently the Board of Directors of P.C.C. #64 at 3430 Brandon Gate have identified an on-site parking shortage.

Based on our review, each of the 32 complex units supplies 200% on-site parking, as each unit has a garage and driveway space. We did note however, that there was little room for driveway expansion. In view of the 200% on-site parking availability, we do not recommend on-street extended parking. Further, due to the road bend in Brandon Gate Drive and the proximity of this development to the intersection of Goreway Drive, we definitely would not support extended on-street parking in this area.

- (h) Request through Councillor Southorn's office -
98 Falconer Drive.

Councillor Southorn has requested our review of the parking situation at address #98 Falconer Drive, in terms of deficiency in on-site parking.

This development, consisting of townhouses fronts primarily on Bow River Crescent, an 8.5 m residential roadway. There are 77 townhouse units within the complex which lack individual garages and driveways. There are approximately 120 parking spaces of which about 25 are marked for visitor parking. It is our estimate that there are approximately 1.3 spaces (130%) per unit.

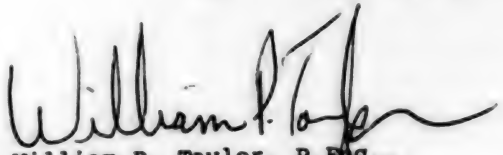
12/11

Since the on-site parking is shy of the 200% criteria used currently for evaluation, and since there does not appear to be available space on-site for parking expansion, we therefore recommend that extended on-street parking (12 hour maximum) be implemented on the north side of the north leg of Bow River Crescent between Falconer Drive and the west complex limit.

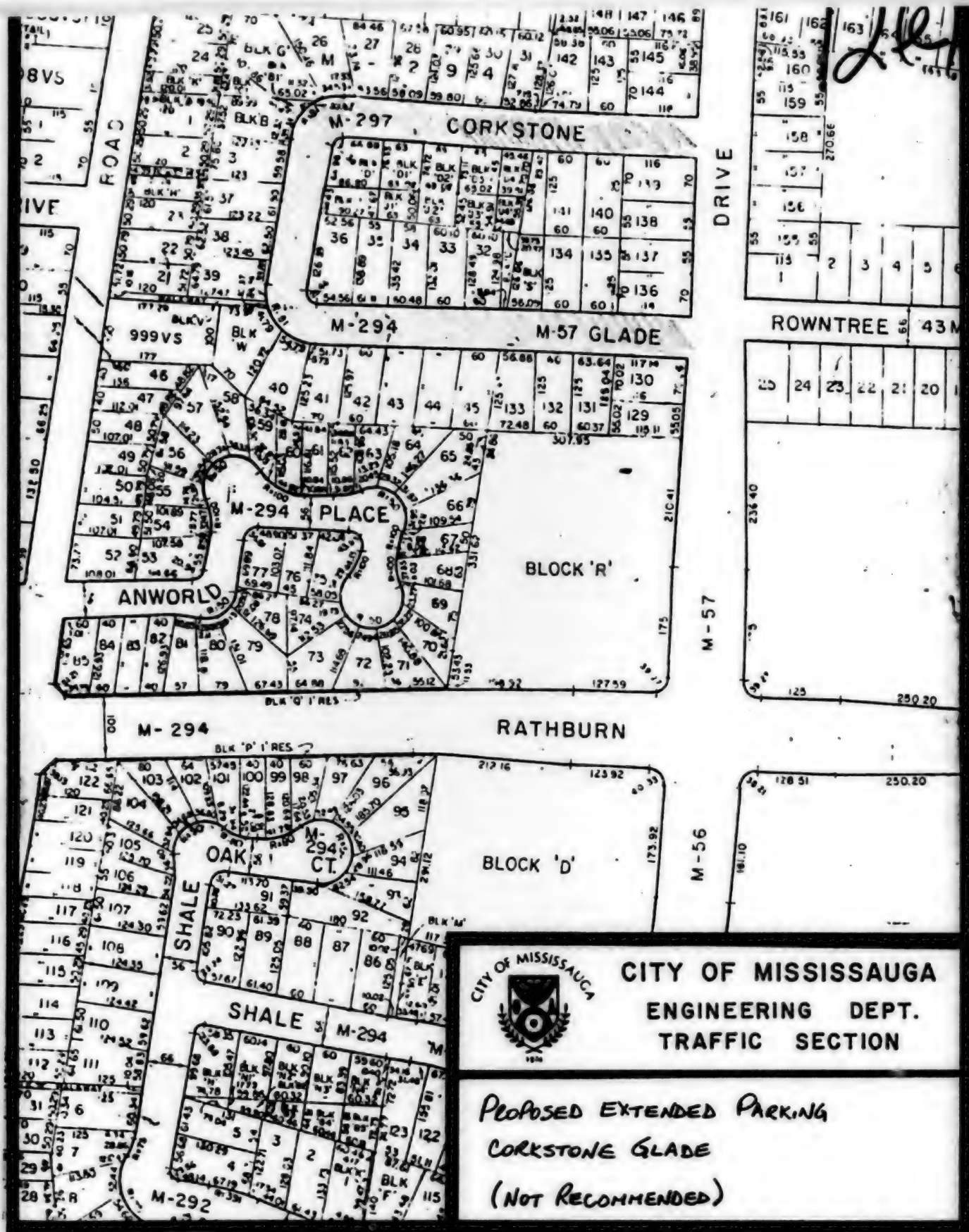
There is currently a listing within By-Law 444-79, as amended, which prohibits parking on the north side of Bow River Crescent, however signs are not in place. It is our opinion that this roadway could comfortably accommodate the one-side extended parking, provided that parking is prohibited within six meters each side of the driveway. This will eliminate potential sight problems for those exiting the driveways.

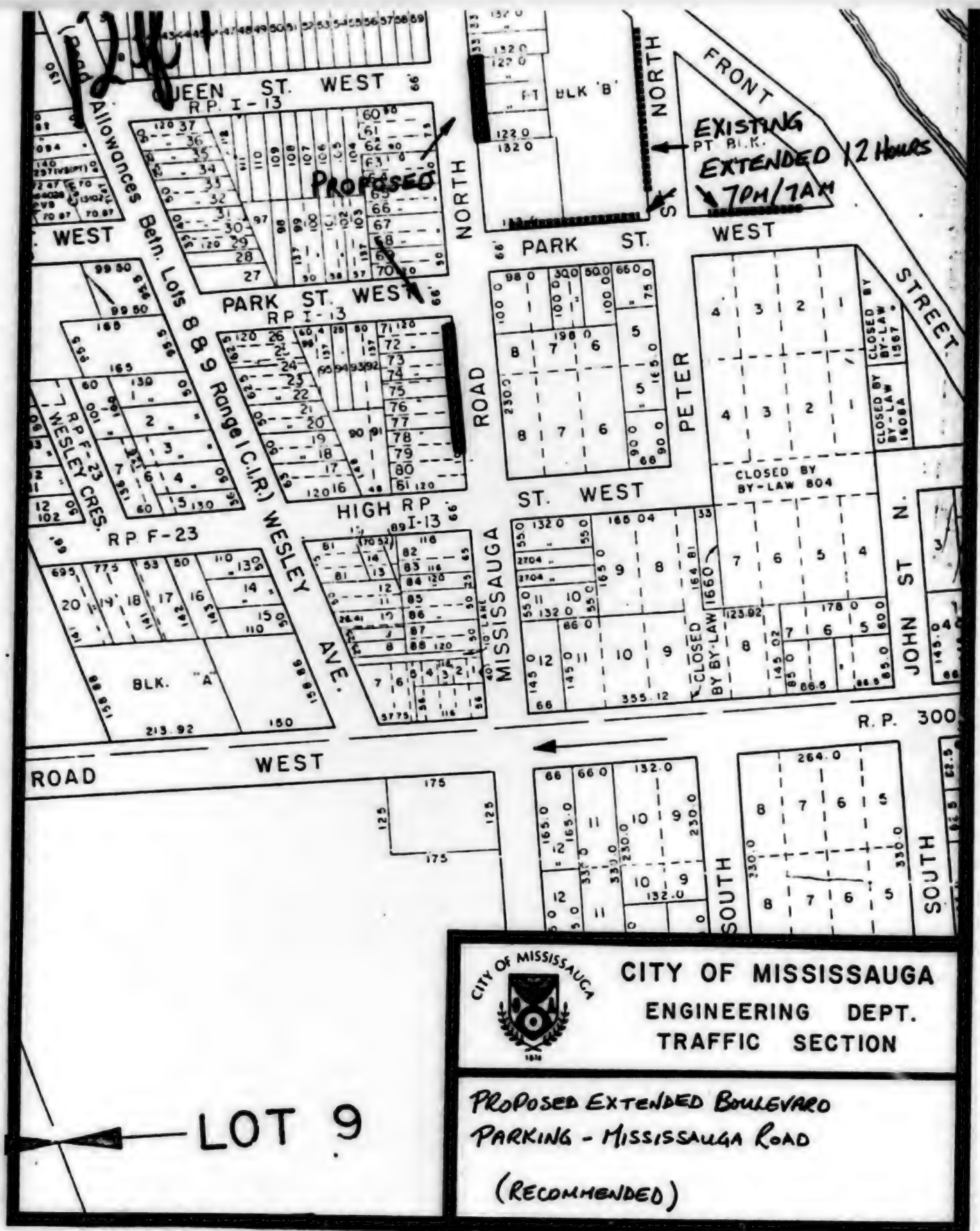
RECOMMENDATIONS:

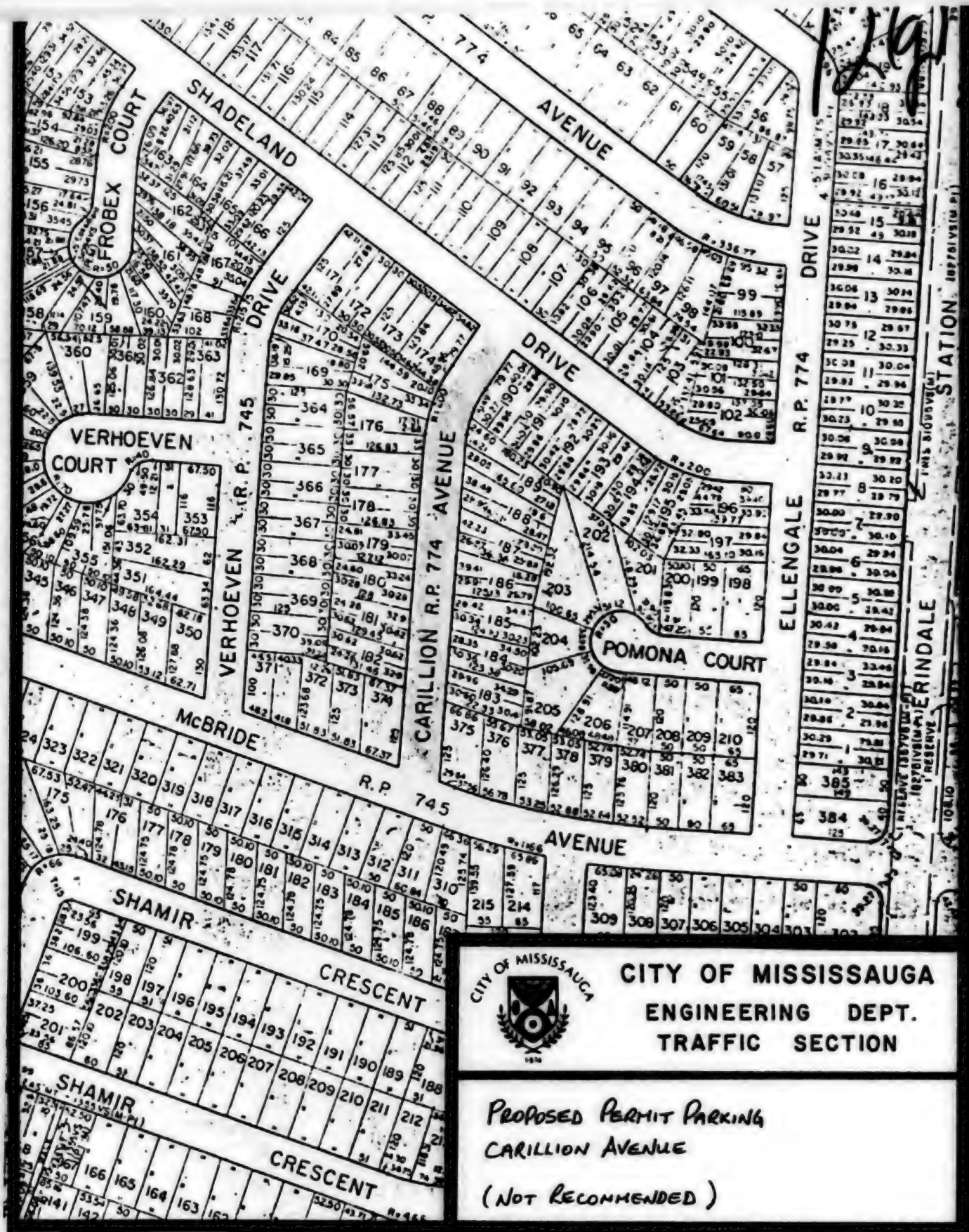
- 1) That extended or permit parking not be implemented on Corkstone Glade, Carillion Avenue, Brookhurst Road, Meadows Boulevard and Brandon Gate Drive, as our investigations indicated that 200% on-site parking, generally with room for expansion, is available.
- 2) That extended parking not be permitted on Gripsholm Road even though on-site parking is less than 200%, since the existing on-site parking is not totally utilized.
- 3) That extended parking for 12 hours maximum be permitted on the north side of the north leg of Bow River Crescent between a point 15 meters west of Falconer Drive and the west limit of the development. In conjunction with the above, in order to avoid any potential sight distance problems at the development driveways, it is recommended that parking be prohibited 6 meters either side of these driveways.
- 4) That extended parking for 12 hour maximum be permitted on the west side boulevard of Mississauga Road between a point 35 meters north of High Street and a point 6 meters south of Park Street, and on the east side boulevard between a point 22 meters south of Front Street and a point 40 meters south thereof.
- 5) That the applicants be advised of these results.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.


dab

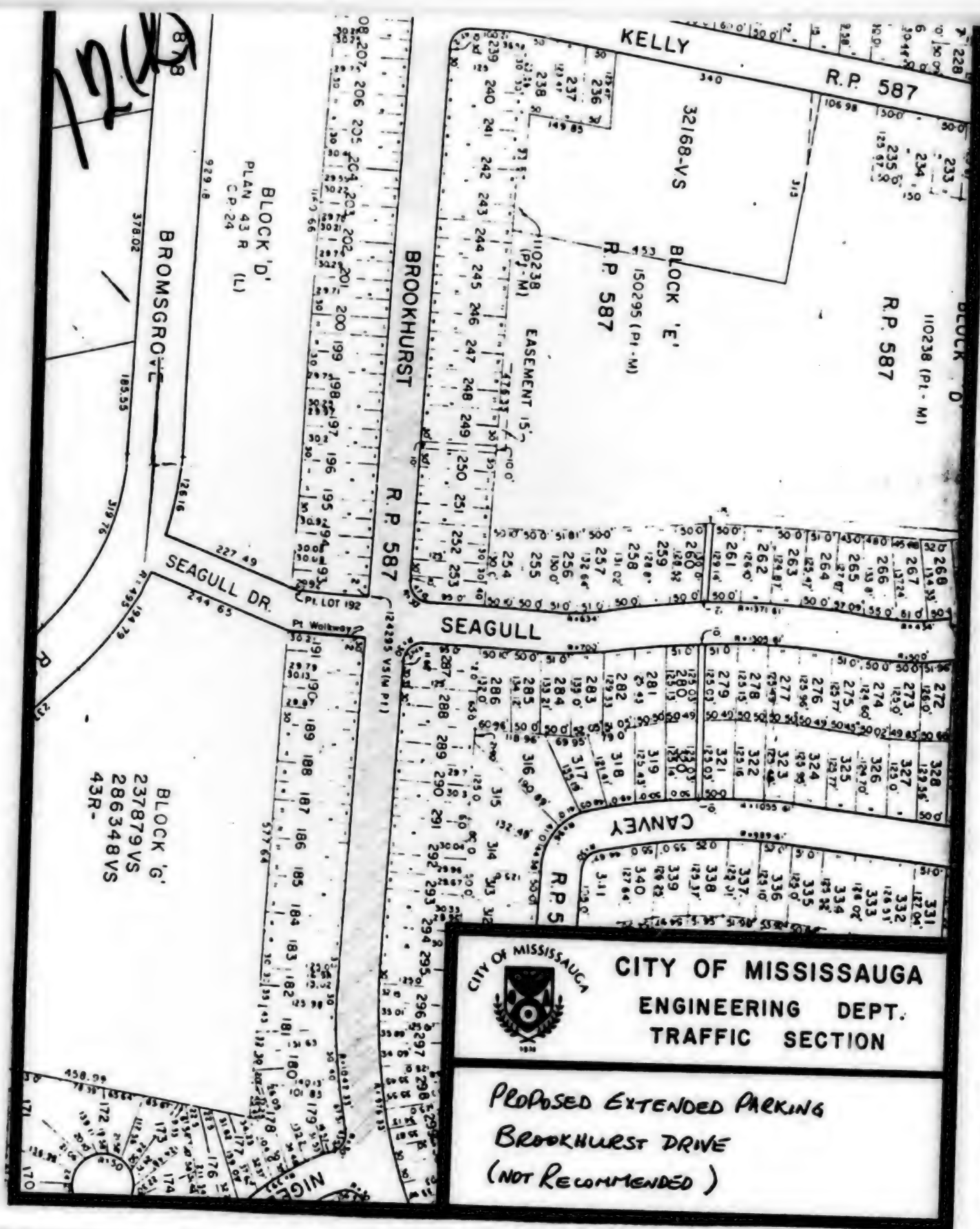


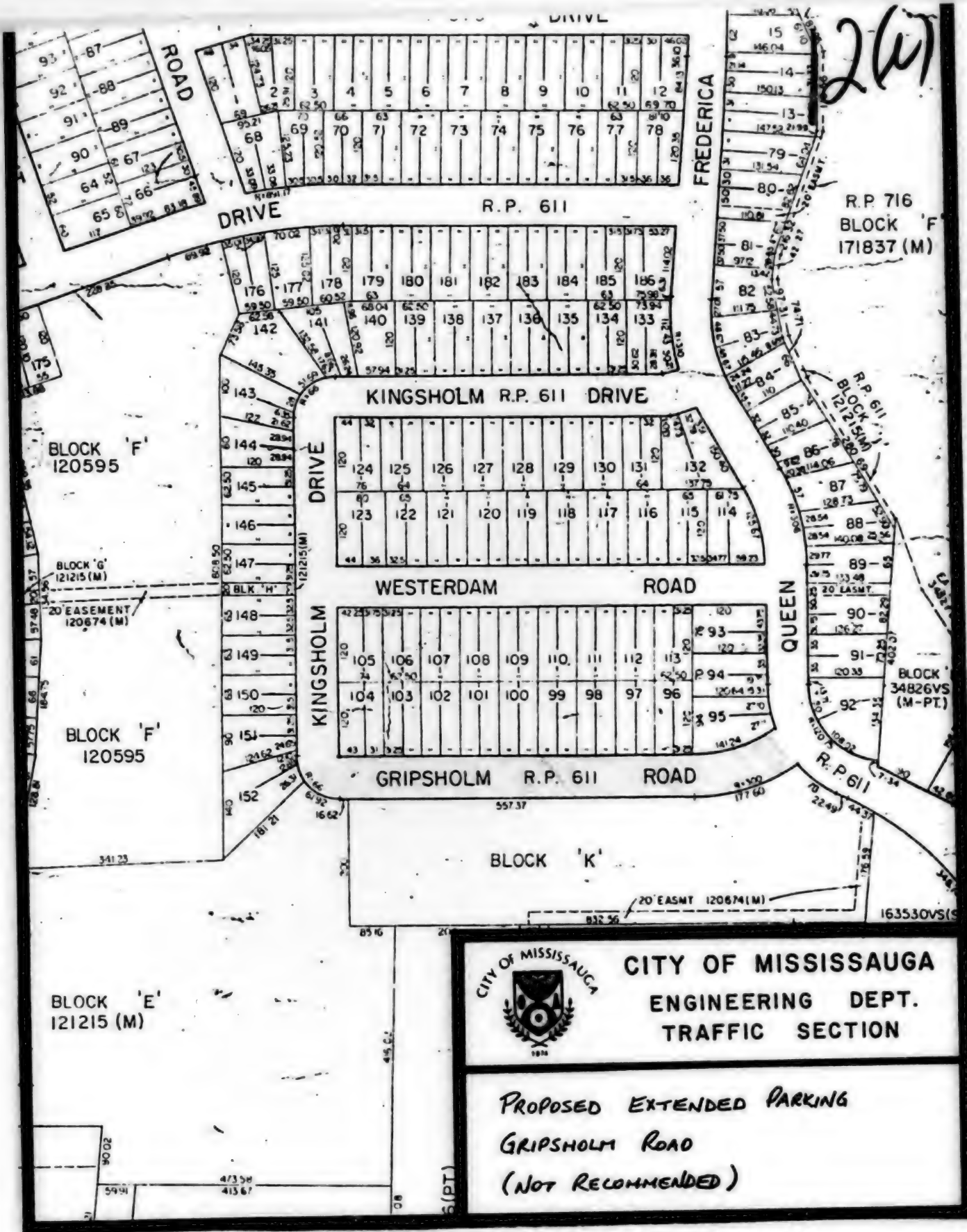


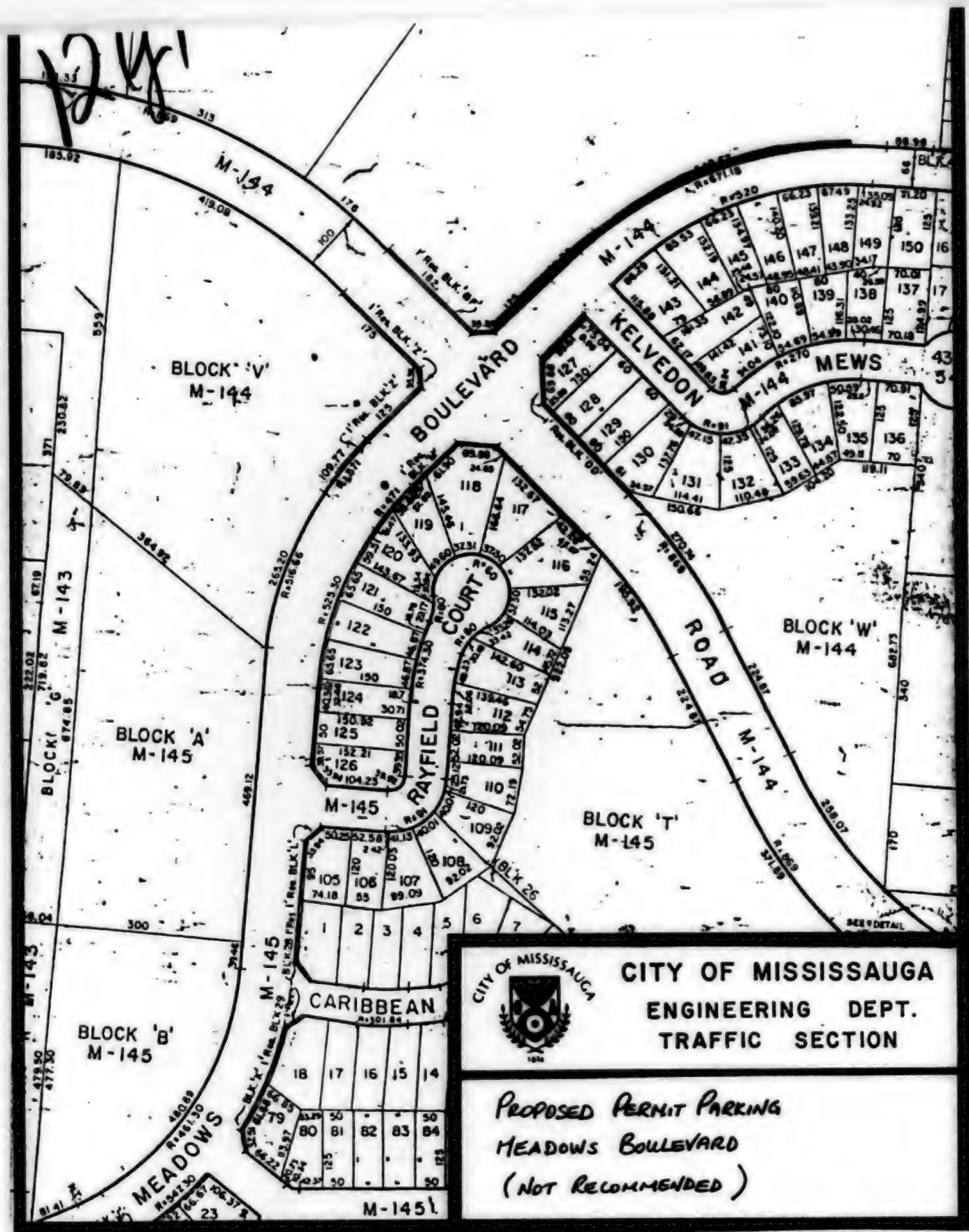


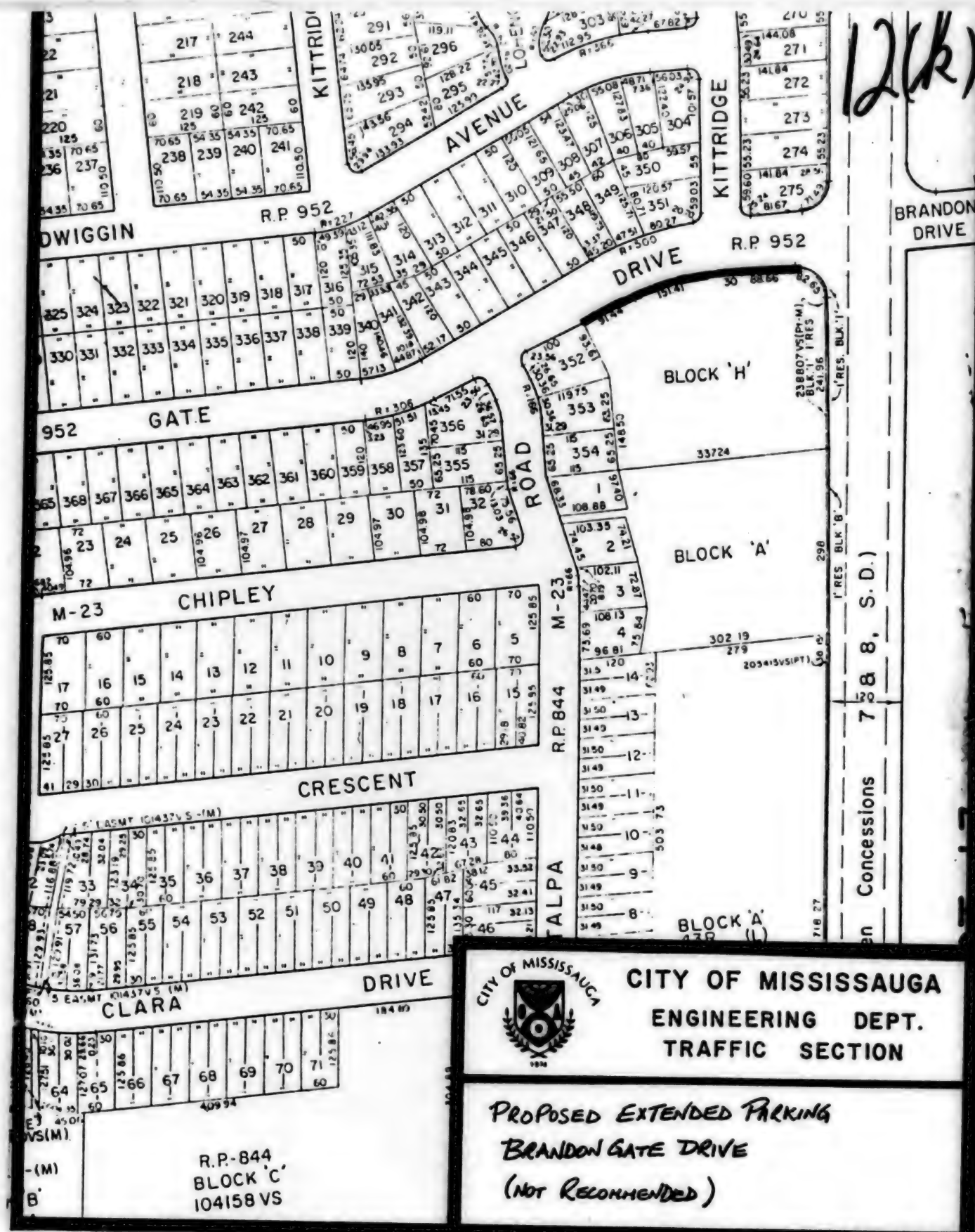
**CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION**

**PROPOSED PERMIT PARKING
CARILLION AVENUE
(NOT RECOMMENDED)**





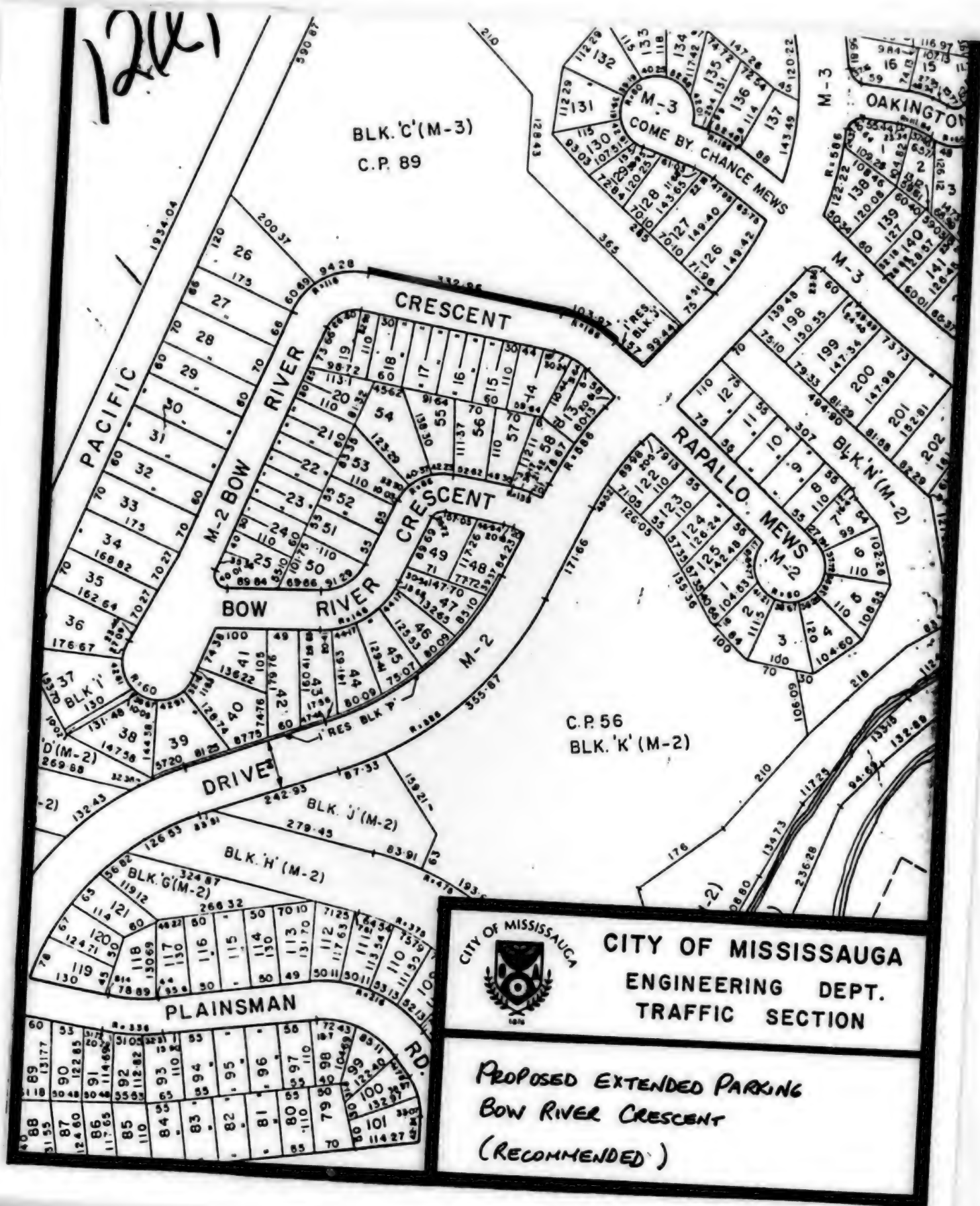




CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

PROPOSED EXTENDED PARKING
BRANDON GATE DRIVE
(NOT RECOMMENDED)

R.P.-844
BLOCK 'C'
104158 VS





MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00030

12

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

June 24, 1986.

SUBJECT: Request for Report - No. 146-86. Parking - Beacon Lane and Sawgrass Crescent. - and No. 140-86

SOURCE: Council - June 9, 1986.

OPERATIONS/WORKS JUL 9 1986

COMMENTS: The Engineering Department has reviewed traffic conditions on Beacon Lane and Sawgrass Crescent recently with Councillor D. Culham due to on-street parking congestion associated with two athletic fields.

4572

F.06.0402

Our review indicated that "Sawgrass Park", located off Sawgrass Crescent, has available parking at St. David of Wales Separate School off Rathburn Road. However, during times of heavy park usage overflow parking occurs on Sawgrass Crescent and Beacon Lane (west of Perivale Road). In order to help clear this on-street congestion the Engineering Department has recommended restricting parking, anytime, on Beacon Lane through the numerous curves. Also, on Sawgrass Crescent parking would be restricted from 8:00 a.m. - 9:00 p.m. Thursday to Sunday, on both sides, adjacent to the park. It is felt that these prohibitions will help decrease the traffic hazards associated with parked vehicles at these two locations and have minimal impact on local residents.

"Creditview Woods" Park, located between the east leg of Beacon Lane and north of Rathburn Road, has no available on-site parking as yet. It is our understanding future plans are to use school board parking facilities when the site adjacent to the park is developed. However, until this occurs park users park their vehicles on both sides of Beacon Lane and on Rathburn Road. The problems associated with this are numerous. Residents have complained about litter, alcohol consumption, picnics on City boulevards, washroom requests of the residents, etc. These particular problems have been addressed to the area Councillor, D. Culham, by Ian Scott, Commissioner of Recreation and Parks.

Parking concerns we feel can best be dealt with by a restriction in the bulb of the cul-de-sac on Beacon Lane. A total prohibition would also limit the use of on-street parking to the local residents.

Parking on Rathburn Road, at this time, does not represent any problems as it is a four lane collector roadway with low volumes. However, if in the future parking continues and vehicle conflicts becomes a potential hazard, a parking prohibition would have to be looked into.

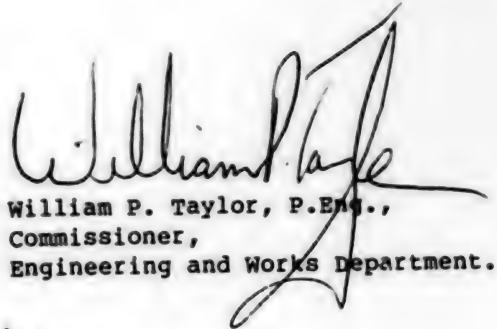
12/21


The Engineering Department and Councillor Culham feel that these proposed parking prohibitions are the minimum measures that can be taken at this time, that would have the most benefit and the least impact on the local residents. This area will be monitored by this Department over the summer months and any future complaints we, or the Councillor's office, receive can be reviewed under their own merit at that time.

- RECOMMENDATIONS:
1. That 'No Parking, Anytime' signs be erected in the cul-de-sac at the east leg of Beacon Lane under the general provisions of Traffic By-law 444-79.
 2. That 'No Parking' signs be erected on both sides of Sawgrass Crescent adjacent to Sawgrass Park from 8:00 a.m. to 9:00 p.m. Thursday to Sunday, under the general provisions of Traffic By-law 444-79.
 3. That a by-law be enacted to prohibit parking on Beacon Lane from a point 48 m west of Perivale Road (north intersection) to a point 38 m south westerly thereof.

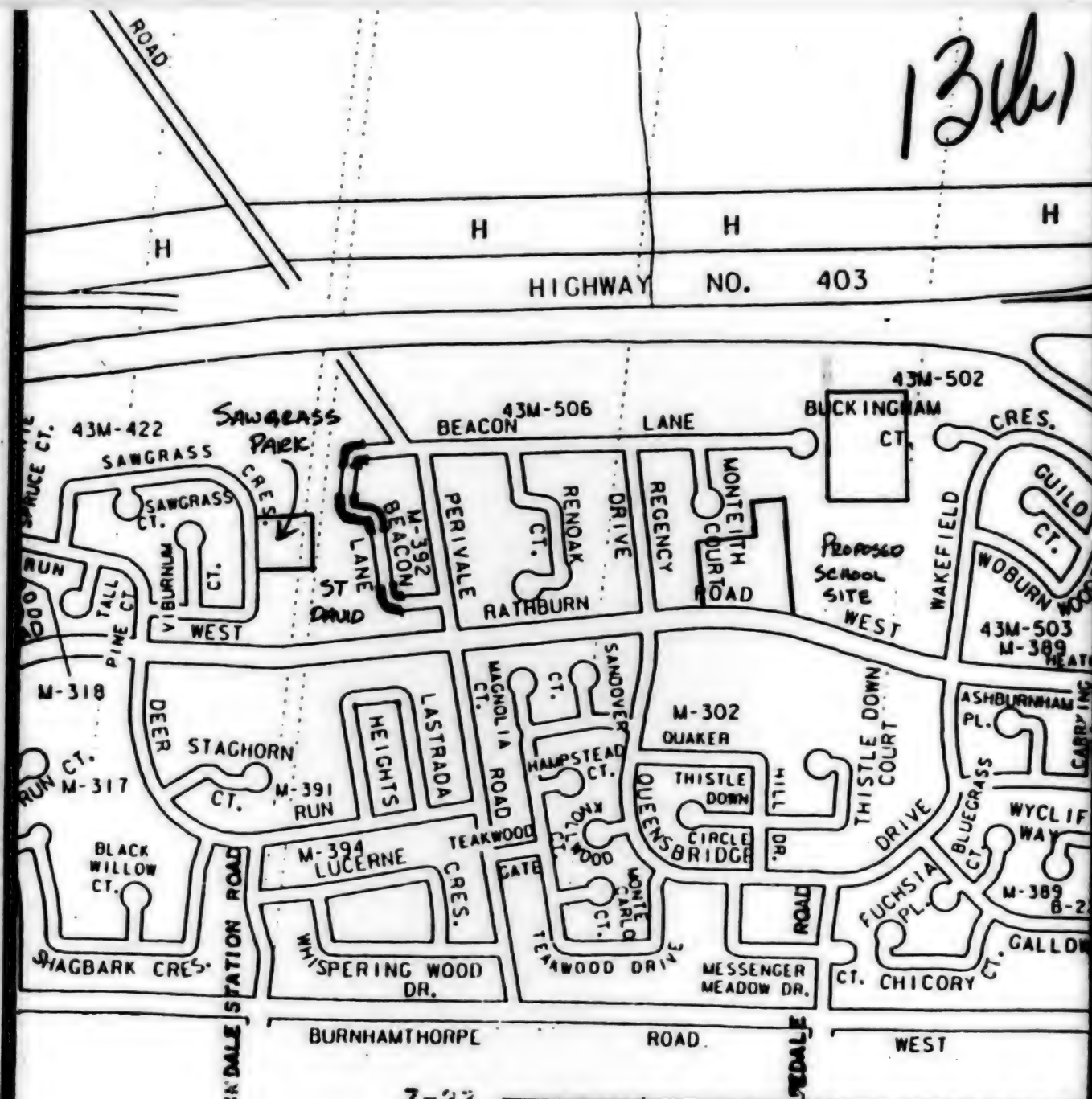
Also, from a point 108 m westerly of Perivale Road (north intersection) to a point 95 m southerly thereof.

Also, from a point 44 m west of Perivale Road (south intersection) to a point 35 m north westerly thereof.
 4. That the Recreation and Parks Department review their current requirements for on-site parking at "Creditview Woods" Park.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

 P/dab
87E
Attach.

1361



7-23



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION



14

MEMORANDUM

File: 11 141 00045
11 161 00011
13 111 00008

To Chairman and Members of
Operations and Works Committee.
Dept. 4576

From William P. Taylor, P.Eng.,
Engineering and Works Dept.
Dept. 4576

F.06.04.02

June 23, 1986.

OPERATIONS/WORKS **JUL. 9 1986**

SUBJECT: Parking/Stopping of private motor vehicles in Transit bus stops.

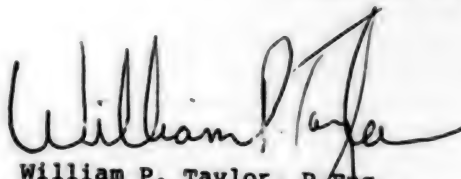
SOURCE: Engineering and Works Department.


COMMENTS: The Engineering Department has been advised that private motor vehicles, and commercial trucks, are parking and unloading goods while within the limits of the Transit bus stops, obstructing Transit vehicles.

Under the existing General Provisions of Traffic By-law 444-79, only parking can be restricted at bus stops while still legally allowing the Transit busses to stop. Unfortunately by restricting only parking, this still allows vehicles other than Transit busses to park temporarily for the purpose of, and while actually engaged in, loading and unloading of merchandise or passengers.

Therefore, the attached by-law amendments have been prepared to prevent any vehicle, other than a Mississauga Transit bus or school bus, from parking or stopping in a designated bus loading zone. The erecting of prohibitive signs will only be required in problem areas.

RECOMMENDATION: That a by-law be passed to prohibit any vehicle, other than a Mississauga Transit bus or school bus, from parking or stopping in a designated bus loading zone.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.


MJF/dab
0487E
Attach.



MEMORANDUM

15

To Operations and Works Committee
Dept. _____

From A. Franks
Commissioner
Dept. Building, Zoning & Licensing

4480
JUL 20 1986
L-07-01

OPERATIONS/WORKS JUL 9 1986
June 19, 1986
REQUEST NO.: 126A-86
CLERKS FILE NO.: L.07.01

SUBJECT: Enforcement of "No Smoking" By-law in Eating Establishments.
ORIGIN: Operations and Works Committee - May 14, 1986.
COMMENTS: Sub-section 24(1) of By-law #445-79, namely, a by-law respecting smoking, states that:

"No Smoking" areas may be designated by the proprietor of a restaurant in any areas except that in which smoking is already prohibited by Order of the Fire Marshall or by any other act, order, regulation or by-law.

Under sub-section 24(2), the by-law states that:

A "no smoking area" is designated by the proprietor, under sub-section 1, when he posts in a prominent location a sufficient number of no smoking signs in the form prescribed by section 35.

Furthermore, under section 25, the by-law states that:

No person shall smoke in an area designated as "No Smoking" under section 24 of this by-law.

The by-law is worded in such a way that it does not make the designation of "no smoking areas" in a restaurant mandatory, unless it is required by the Fire Marshal or other act or regulation for other specific reasons. It is, therefore, the proprietor's choice to whether or not set aside a non smoking section.

Continued...../2

COMMENTS CONT'D: The By-law, on the other hand, restricts smoking in areas which have to be attended by the non smoking public by virtue of their personal business needs. Examples of these areas are retail shops, service counters within any Municipal office or building, banks or financial institutions, hospitals, elevators and escalators, service lines, reception areas and school buses. The purpose of the by-law is, therefore, not to make "no smoking" mandatory in areas where the non smoking public has the choice of attending or not attending.


The best way to encourage the restaurant owners to designate a portion or the entirety of the restaurant as "no smoking" is for the non smoking public to refuse to patronize the restaurants in which smoking is allowed and bring their objections to the attention of the proprietors. The owners of the restaurants are in the business of making a profit and if they lose enough customers as a result of their attitude towards smoking, there will certainly be more eating establishments with designated "no smoking" areas.

Banning smoking in areas or establishments, the attendance of which is a matter of choice for the non smoking public, is not a legislative matter, but a matter of public education and the sensitivity of the proprietors towards the needs of their customers. The enforcement of the Smoking By-law should take place by the proprietors of these establishments rather than an outside agency. Considering the number of eating establishments throughout the City, their hours of operation and the number of customers they serve, enforcement of "no smoking" would be an impossible task for any agency.

RECOMMENDATION: That the report dated June 19, 1986 from the Commissioner of Building, concerning the enforcement of the Smoking By-law in eating establishments, be received.



A. Franks
Commissioner
Building, Zoning & Licensing

 MMN/bj



MEMORANDUM

14

To Chairman and Members of
Dept. Operations and Works Committee

From A. Franks
Commissioner
Dept. Building, Zoning and Licensing

JUL 9 1986

OPERATIONS/WORKS
June 20, 1986


RECEIVED
REGISTRY No 4402
DATE JUN 24 1986
SUBJECT: B.O.L.O.V. Housekeeping Agreement - Armcorp 4-8 Ltd. and James Lucas Properties Ltd.
Our File: 32944 M-86 Code: 5722A

ORIGIN: CLERK'S DEPARTMENT Building

COMMENTS: Armcorp 4-8 Ltd. and James Lucas Properties Ltd., the owner of premises known municipally as 2575 Dundas Street West, has applied to the Building Department for a building permit to permit construction on the site. City of Mississauga Zoning By-law 5500, as amended provides that no building permit shall be issued prior to the execution of a housekeeping agreement.

A housekeeping agreement in a form the same as housekeeping agreements which previously been approved by this Council has been prepared and executed by Armcorp 4-8 Ltd. and James Lucas Properties Ltd. The agreement is in satisfactory form from a legal standpoint.

RECOMMENDATION: That the attached Housekeeping Agreement dated June 6, 1986 between Armcorp 4-8 Ltd. and James Lucas Properties Ltd. and the Corporation of the City of Mississauga be executed by the Mayor and the Clerk and the corporate seal be affixed thereto.


A. Franks
Commissioner
Building, Zoning and Licensing

GRB/dap
Attach.
cc: G.R. Burch



MEMORANDUM

FILE : 11 141 00045
16 111 82225
17 111 86114

To _____ The Chairman and Members of
Operations and Works Committee
Dept. _____

From _____ William P. Taylor, P.Eng.,
Commissioner, Engineering
Dept. _____

July 3, 1986

OPERATIONS/WORKS **JUL 9 1986**

REQUEST NO. 144-86

SUBJECT : Sidewalk on Pengilly Place - T-82006
Request for deletion of sidewalk from area residents.

ORIGIN : Request from Councillor Mullin in response to a petition
from some of the area residents.

COMMENTS : Pengilly Place is a 17 m wide cul-de-sac approximately
270 m in length along which 29 new homes have been
constructed. Pengilly Place runs off of Clarkson Road a
short distance north of Lakeshore Road. A link to
Birchwood Park has been created from the cul-de-sac.

A condition in the Consolidated Report required a
sidewalk to be placed from Clarkson Road along the north
side of Pengilly Place to connect to the link to
Birchwood Park.

Current policy does not require a sidewalk on a
cul-de-sac street unless it provides a link to an
adjacent parkway or walkway system as is the case on
Pengilly Place.

Twenty-four (24) of the homeowners have indicated that
they are in favour of deleting the sidewalk, two (2)
property owners are in favour of receiving the sidewalk
and three (3) property owners have not indicated their
preference.

In the past the Engineering Department has recommended
sidewalk deletions upon receipt of a 100% agreement of
the area residents. In such cases the developer is
required to convey the monies which would have been used
to construct the sidewalk to the City and the monies are
held in reserve in case it is required to construct the
sidewalk at a future date.

Briefly the issues which we feel should be considered are
as follows :

continued ...

NOTE: EITHER Mr. M. ENRIGHT (1701) or
Mr. J. LAVELL (1711) will
appear before the Committee on
behalf of the petitioners.

SUBJECT :

Sidewalk on Pengilly Place - T-82006
Request for deletion of sidewalk from area residents.

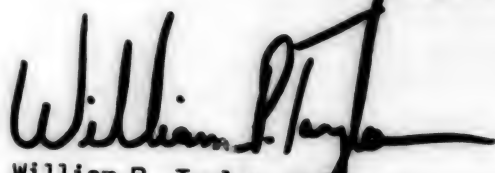
COMMENTS :
continued ...

- a) Because of the link to the park provided by this sidewalk, the users of the sidewalk will presumably come from areas outside of the subdivision. In other words, this sidewalk could be considered to be a "area" sidewalk rather than a local sidewalk.
- b) The policy of providing sidewalk links to parks was presumably based partially on safety considerations. Will the deletion of the sidewalk force pedestrians and children to utilise the roadway and does this increase the risk of accident?
- c) In view of the current liability insurance situation within the Province, does the deletion of the sidewalk place a potential liability on the city if the decision is to delete the sidewalk?
- d) Does the deletion of a sidewalk in an area where the consent has not been unanimous afford the opportunity of a law suit against the city from those people wanting the sidewalk to be installed on the basis that they have bought the house and paid their money with the understanding that the sidewalk was included and that they are therefore entitled to receive that service for which they have paid?

Council direction on the application of our current sidewalk policy, and particularly the provision of sidewalks where links to parks and other public facilities are involved, is desirable.

RECOMMENDATION :

That the sidewalk on Pengilly Place be installed as per the original Servicing Agreement and in conformance with existing city Sidewalk Policy.


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department

cc : Councillor P. Mullin
Councillor L.C. Taylor
P. Griffiths, Engineering

RGC:jb

0362E/22E

- (g) Prior to registration of the plan, arrangements shall have been made to the satisfaction of the City for any relocation of utilities required by the development of the subject lands to be undertaken at the developer's expense.
- (h) The proposed cul de sac (Pengliley Place) right of way radius shall be designed to City standards.
- (i) Prior to registration of the plan, satisfactory arrangements shall have been made to ensure the clean-up of all materials tracked onto existing and proposed roads by vehicles used in conjunction with building operations on the subject lands (re mud tracking and dust control).
- (j) See also Section A - Planning, Item 20.

8. Sidewalks

A concrete sidewalk 1.5 m (5") wide shall be constructed by the developer along the north side of proposed Pengliley Place in accordance with the latest City standards and requirements to allow for pedestrian link to the park to the north.

9. Streetlighting

Streetlighting shall be provided in accordance with the latest City standards and requirements.

10. Signs

All street and traffic signs required within this proposed plan of subdivision shall be supplied and erected by the applicant.

11. Landscaping

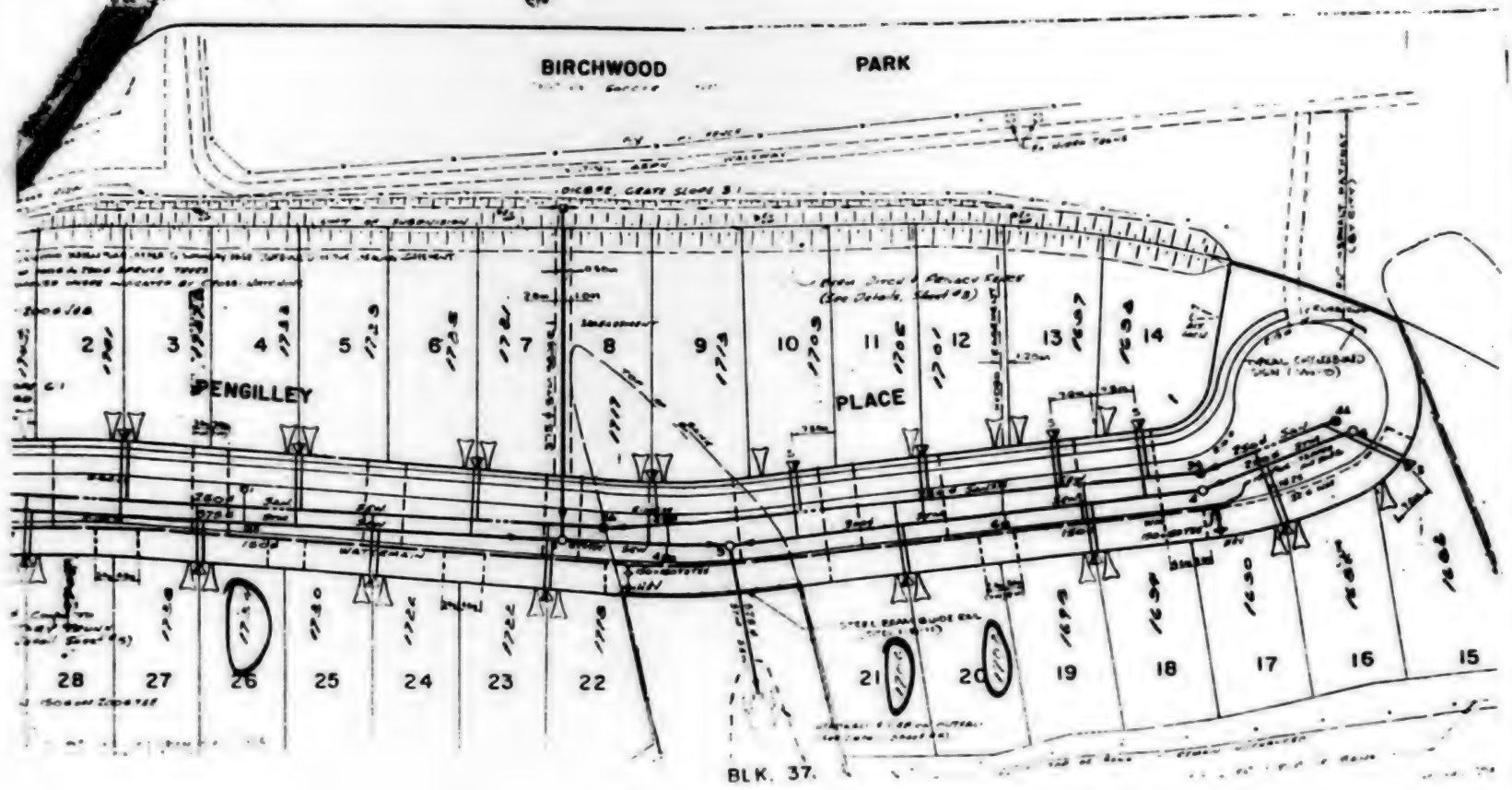
All portions of road allowances not covered by roads and sidewalks shall be fully sodded with No. 1 nursery sod and shall be considered as part of the construction costs.

The developer shall be responsible for the topsoiling and sodding of all lots once the building works are completed and for the provision of securities to the City. A security acceptable to the City is to be included in the Servicing Agreement.

Any lot for which there is no immediate development proposal shall be graded, seeded and maintained to the satisfaction of the Commissioner of Engineering and Works.

12. Land Dedications

- (a) Sufficient right-of-way for all roads within the plan in accordance with the widths specified under Section C - Engineering, Item 7 shall be dedicated as public highway on the proposed plan for registration.



Terence L. Julian, AMCT.CMC
City Clerk



Leonard M. McGillivray
Deputy City Clerk

OFFICE OF THE CLERK

June 13, 1986

Mr. John Sicinski
1711 Pengilley Place
Mississauga, Ontario

Dear Mr. Sicinski:

Re: Sidewalks - Pengilley Place
File: J.05.85045

This is to acknowledge receipt of your petition dated May 22, 1986, including approximately 30 signatures, from residents of Pengilley Place, opposing the construction of a sidewalk on the north side of the street.

Your petition was included on the Council Agenda of Monday, June 9, 1986 for the information of all Members of Council. This matter was referred to our Commissioner of Engineering & Works, Mr. W. P. Taylor, for a report to Operations & Works Committee. You will be so notified when this matter has been formally adopted by Council.

Should you have any questions or concerns with respect to the above, may I suggest that you contact Mr. Taylor, Ext. 279-7600 extension 340.

Yours very truly

L. M. McGillivray

per L. M. McGillivray
Deputy City Clerk

/cms

cc: Mr. W. P. Taylor, Commissioner of Engineering & Works ✓
(Request for Report 144-86)
K. Zammit, Committee Coordinator

RECEIVED FILE	
JUN 13	
WPT	
RE 711	
BES	RA 86/06/17
AGC	

May 22, 1986. E.A. DATE JUN 09 1986

PETITION AGAINST SIDEWALK CONSTRUCTION ON PENGILLEY PLACE

P-1

We, the residents of Pengilley Place are against the construction of a sidewalk on the north side for the following reasons:

1. It will encourage people to use our street as an entrance and exit from the adjacent park.
2. It will make parking in the individual driveways difficult.
3. The natural park-like landscape of the area will be affected.
4. It will downgrade the existing value of the properties.
5. Because it is a dead end street, we just don't feel a sidewalk is necessary.

RECOMMENDATIONS:

1. No Sidewalk.

approx
30 signatures

P.1-2

April 25, 1986

To Whom It May Concern:

We, the residents of the north side of Pingilly Place do not feel a sidewalk is needed and do not want one put in.

- | | | |
|-------------------|------|------------|
| John Strimshi | 1711 | LOT 2 |
| at Scinski | 1741 | LOT 3 |
| Joe Bunkle | 1745 | LOT 1 |
| Tom C. Kray | 1733 | LOT 4 |
| Donna Lawell | 1111 | LOT 8 |
| Yvonne Bell | 1709 | LOT 10 |
| Mark: Ymay Chiu | | LOT 6 |
| Joseph Doyle | | LOT 14 |
| Mark: Thomas Empt | 1701 | (LOT 12) |
| Maria Rodriguez | 1701 | (LOT 12) + |
| Antonia Chiu | 1729 | (LOT 5) |
| Jane Caputo | | |
| John T. Ryan | 1652 | LOT 15 |
| John Halima | 1674 | LOT 18 |
| John Chiu | 1698 | LOT 19 |
| John Chiu | 1715 | LOT 22 |
| Yvonne | 1713 | LOT 9 |
| John Chiu | | LOT 27 |
| John Chiu | | LOT 29 |
| John Chiu | | LOT 23 |
| John Chiu | | LOT 24 |
| John Chiu | 1726 | LOT 24 |
| John Chiu | | LOT 13 |
| John Chiu | | LOT 11 |
| John Chiu | | LOT 7 |
| John Chiu | | LOT 16 |
| John Chiu | | LOT 16 |
| John Chiu | | LOT 17 |
| John Chiu | | LOT 17 |
| John Chiu | | LOT 25 |

36/05/29

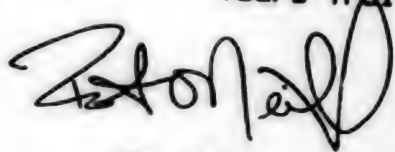
TO: P. Mullen, Councillor Ward 2

Subject: Sidewalks on Pengilley Place

With reference to our conversation of 86/05/27, you indicated at that time that you had received a petition requesting that sidewalks not be installed on Pengilley Place. You further indicated that the 26 signatures on the petition would appear to represent 95% of the 29 homes on Pengilley Place. I hope that prior to any firm decision being made that a verification will be made that the 26 signatures represent 26 separate homeowners on the street.

We, the undersigned, would like to lodge our vote in favor of the installation of sidewalks on the north side of Pengilley Place. We feel that without a sidewalk on the street the safety of our young children will be compromised. We thank you for giving your attention to this matter.

Yours Truly



Mr. & Mrs. P.A. O'Neill
1737 Pengilley Place
823-0549



Mr. & Mrs. J.C. Das
1742 Pengilley Place
823-4533

→ cc: P. Griffiths, Engineering & Works Dept.

ENGINEERING & WORKS DEPARTMENT		
RECEIVED FILE		
JUN - 2 1986		
Mr. Das	Mr. Griffiths	86/06/04
PC		86/06/04
PWB		



MEMORANDUM

H 11

To W. P. Taylor, Commissioner

From L. W. Stewart, Q.C.

Dept. Engineering & Works

Dept. City Solicitor

July 9th, 1986.

Re: Sidewalk on Pengilly Place - T-82006
Request for deletion of sidewalk from area residents
Item 17, Operations & Works Committee

Your report dated July 3rd, 1986 to Operations and Works Committee raised certain issues, such as:

- (c) In view of the current liability insurance situation within the Province, does the deletion of the sidewalk place a potential liability on the city if the decision is to delete the sidewalk?
- (d) Does the deletion of a sidewalk in an area where the consent has not been unanimous afford the opportunity of a law suit against the city from those people wanting the sidewalk to be installed on the basis that they have bought the house and paid their money with the understanding that the sidewalk was included and that they are therefore entitled to receive that service for which they have paid?

The deletion of the sidewalk requirement probably does not place a potential liability on the City. There is no case law on this sort of a situation, and one could argue that a municipality may make such a policy decision, at the request of a majority of the home owners on the street without attracting liability. However, the City would be sued if an accident occurred to a pedestrian walking on Pengilly Place.

... 2.

- 2 -

With regard to paragraph (d), the subdivision agreement is a contract between the developer and the City. The homeowners are not a party to that agreement and have no legal or contractual rights flowing directly from the agreement. There could be alleged to be a moral obligation upon the City to construct a sidewalk at some future time, at the City's expense, if the homeowners so desired. For that reason the City requires the money that would be otherwise spent to construct the sidewalk be paid by the developer to the City and the City retains such money in a reserve account.

A handwritten signature in cursive script, appearing to read "L. W. Stewart".

L. W. Stewart, Q.C.
City Solicitor.

LWS/omc



MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00043

To: Chairman and Members of
Dept. Operations and Works Committee.

From: William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

OPERATIONS/WORKS JUL 9 1986

June 24, 1986.

SUBJECT: Proposed closure of Kennedy Road - Britannia Road East to Courtney Park Drive.

SOURCE: Mr. Bruce Dickey - Ministry of Transportation and Communications (224-7551).

COMMENTS: Recommendations 51-85, from General Committee meeting of January 14, 1985 advised the Ministry of Transportation and Communications that the City was prepared to accept the closing of Kennedy Road at Highway 401 for one year, commencing in the summer of 1986.

Mr. Dickey has advised that the tender will be awarded in early July and the construction work will commence early to mid-August.

Mr. Dickey has also advised that the Ministry will not be assuming jurisdiction of this portion of roadway during the construction period. In this regard, it will be necessary to pass a by-law authorizing the closure of Kennedy Road between Britannia Road East/Coopers Avenue and Courtney Park Drive.

It is our understanding that the contractor will be responsible for all on-site construction and detour signing, and if necessary the City will erect advance notification signs.

Due to the presence of a number of baseball diamonds and private residences, local access will have to be maintained during the construction period.

RECOMMENDATION: That a by-law be passed authorizing the closure of Kennedy Road between Britannia Road East/Coopers Avenue and Courtney Park Drive between August 1, 1986 and July 31, 1987.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

WPT/dab
0487E
Attach.





MEMORANDUM

FILES: 16 111 83200
11 141 00045

To: Chairman and Members of
Operations & Works Committee
Dept.

From: William P. Taylor, P.Eng.
Dept. Engineering and Works

June 26, 1986

JUL 9 1986

OPERATIONS/WORKS

SUBJECT: Draw on the developer's securities to grade, topsoil and sod Lots 1 to 21 inclusive, Plan 43M-591, Stoneybrook Court Subdivision, located north of Burnhamthorpe Road West and west of Mississauga Road (sketch attached).

ORIGIN: Servicing Agreement between Praemium/Redison Investments Ltd. (4088 Farmcottage Court, Mississauga, Ontario, L5L 2P8), the City of Mississauga and the Region of Peel dated February 11, 1985.

COMMENTS: Under the terms of the Servicing Agreement for Plan 43M-591, the developer is responsible to ensure that grading, topsoiling, and sodding is completed to the satisfaction of the City and to be completed within a reasonable time following construction of the dwelling unit on the lots in the opinion of the Commissioner of Engineering and Works. The developer advised this department that grading works within the subdivision will commence on June 23, 1986.

To date no grading works have been undertaken on any lots and the homeowners have expressed their concerns as to the delay in the matter.

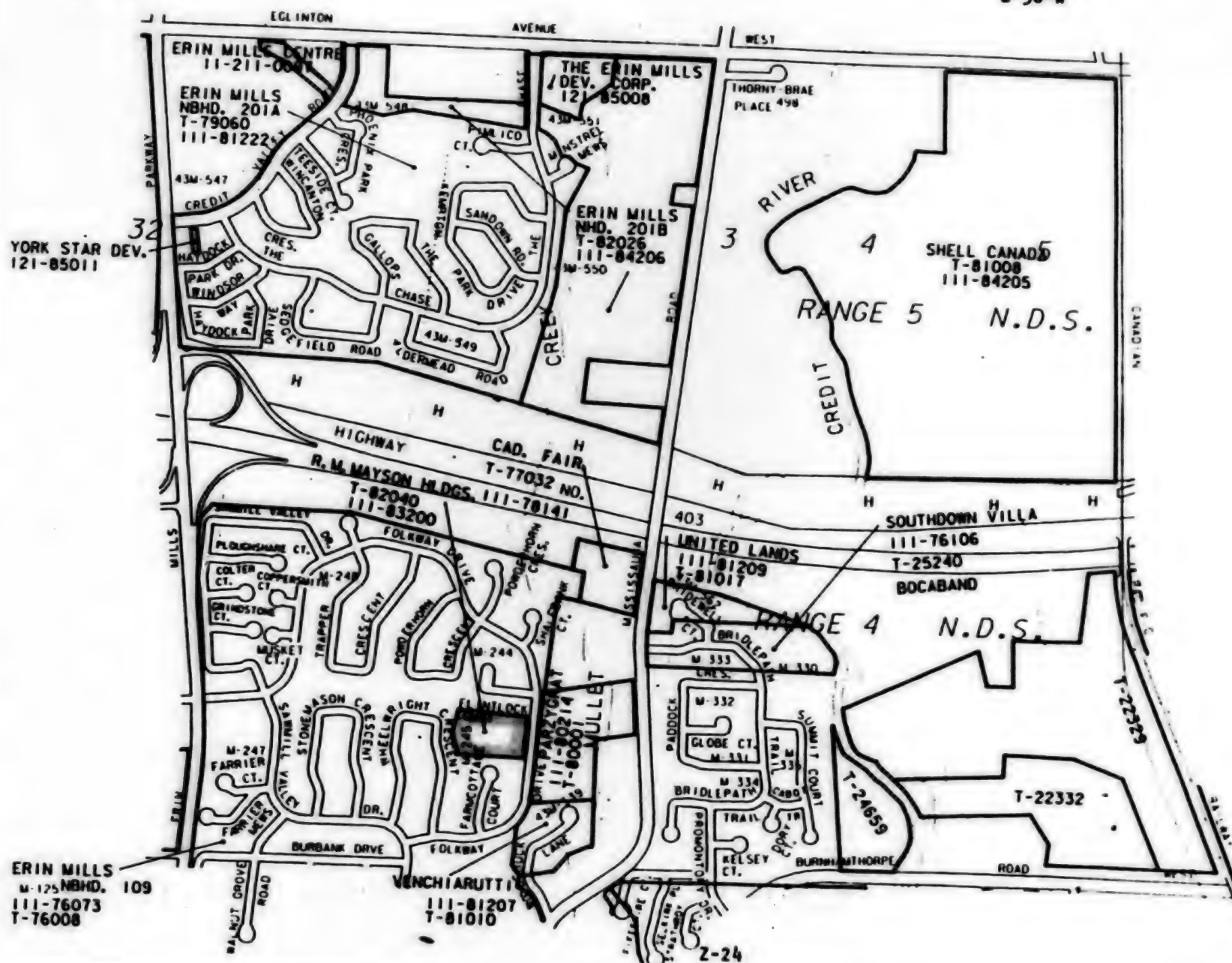
- RECOMMENDATIONS:
1. That the Commissioner of Engineering and Works be authorized to complete grading, topsoiling and sodding on Lots 1 to 21 inclusive, Plan 43M-591, Stoneybrook Court Subdivision, located north of Burnhamthorpe Road West and west of Mississauga Road at an estimated cost of \$66,200.00.
 2. That the Commissioner of Engineering and Works be authorized to engage The EMC Group Ltd. for the supervision of the grading works and the issuance of final lot grading certificates with engineering fees incorporated into the above amount.
 3. That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations #1 and #2.

William P. Taylor
William P. Taylor, P.Eng.
Commissioner
Engineering & Works

KF:cds
235E:27E
Attach.

cc: Councillor S. Mahoney
W. H. Munden/R. G. Charlton
M. W. Boyd/P. Griffiths

Z-38-W





MEMORANDUM

FILES: 16 111 83211
11 141 00045

To: Chairman and Members of
Operations & Works Committee
Dept.

From

William P. Taylor, P.Eng.

4724
Dept.

Engineering and Works

JUL 7 1986

B.0657302

OPERATIONS/WORKS JUL 9 1986

June 9, 1986

SUBJECT:

Draw on the developer's securities for the completion of the grading works in the Kingsbridge Gardens Subdivision, Plans 43M-573 to 43M-576 inclusive, located south of Eglinton Avenue West and west of Hurontario Street (sketch attached).

ORIGIN:

Servicing Agreement between Urban Equities Sherwood Inc. (55 Village Centre Place, Mississauga, Ontario, L4Z 1V9), the City of Mississauga and the Region of Peel dated September 10, 1984.

COMMENTS:

Under the terms of the Servicing Agreement for Plans 43M-573 to 43M-576 inclusive, Urban Equities Sherwood Inc. is responsible for the proper grading of all lots within this subdivision. Staff have communicated with the developer on this matter however the builders have been very delinquent in completing the grading operations on numerous lots throughout this development.

Approximately 300 houses within the subdivision are yet to be topsoiled, sodded and graded. Additionally there are catchbasins to be adjusted to their final grade and retaining walls to be constructed. Many of the 300 homeowners have moved into this subdivision over the winter period and no landscaping work has commenced this year.

The Engineering Department have received numerous complaints about the condition of the lot grading, landscaping and sodding within the subdivision.

We are concerned that if this work does not commence on a major scale within the next two or three weeks, that many homeowners will be left without completed landscaping works this year.

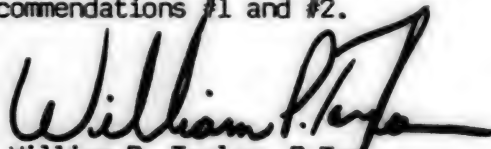
.../...

RECOMMENDATIONS:

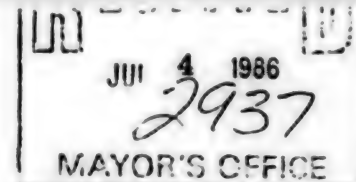
1. That the developer, Urban Equities Sherwood Inc. be instructed to proceed with the lot grading in a manner satisfactory to the Commissioner of Engineering and Works on or before July 25, 1986.
2. That in the event that the above date is not met, that the Commissioner of Engineering and Works be authorized to complete the outstanding grading works on numerous lots in the Kingsbridge Garden Subdivision, Plans 43M-573 to 43M-576 inclusive, located south of Eglinton Avenue West and west of Hurontario Street at an estimated cost of up to \$600,000.00.
3. That the Commissioner of Engineering and Works be authorized to engage an engineering consultant for the tendering and supervision of the grading works at an estimated cost of up to \$48,000.00.
4. That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations #1 and #2.

MWB:cds
235E:27E
Attach.

cc: Councillor L. Taylor
W. H. Munden
L. Harvey
D. Hansen, Urban Equities


William P. Taylor, P.Eng.
Commissioner
Engineering & Works

CAST
CAST NORTH AMERICA (1983) INC
4150 STE. CATHERINE
MONTREAL, P.Q., CANADA H3Z 2R8
TEL: (514) 931-8331



June 27, 1986

REGISTERED

OPERATIONS/WORKS

JUL 9 1986

Mayor Hazel McCallion
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5D 1M2

Madam:

It has come to our attention that the City of Mississauga uses the words "Blue Box" for its refuse boxes utilized in its current recycling program.

We wish to point out that Cast North America (1983) Inc., has a registered trademark "The Blue Box System" for goods and services relating to intermodal containers used in shipping on the North Atlantic between North America and Europe-UK. This registration gives CAST the exclusive right to use the above trademark.

You can appreciate that we object to the City of Mississauga using the words "Blue Box" with regards to its refuse containers. We consider that your using these words in this fashion is damaging to and causes confusion with CAST, its products and services.

We therefore request that you undertake immediate action to cease and desist the use of the name "The Blue Box" and to advise us within 10 days of your plans to cease and desist said use.

Sincerely,

CAST NORTH AMERICA (1983) INC.

Louis Derome
Vice-President - Administration
& Corporate Secretary

:lpb

TELEX 05-25441 CASTNA
CABLES CASTNA MONTREAL

21

July 7th, 1986.

Our File: G-42

Cast North America (1983) Inc.
4150 Ste. Catherine West
Montreal, Quebec
Canada
H3Z 2R8

Attention: Mr. Louis Derome
+ Vice-President

Dear Sir:

Your letter dated June 27th, 1986 to Mayor Hazel McCallion was received on July 4th and handed to me for reply on the next business day, July 7th. You referred to CAST having an exclusive trade mark, "The Blue Box System" for goods and services relating to intermodal containers used in shipping on the North Atlantic. You objected to the City of Mississauga using the words "Blue Box" with regards to containers.

Please be advised that these containers are blue plastic baskets used in the picking up of tin, glass and paper for recycling purposes, by Laidlaw Waste Systems Ltd., a company with whom the City has a contract for waste pick up. In the contract the "blue boxes" are called "containers", and are supplied by Laidlaw to the residents.

With respect, may I suggest that we do not consider that CAST is damaged in any way, nor is there any confusion with CAST products and services. No infringement, either implied or in fact, comes about by reason of Laidlaw picking up tin, glass and paper in a small blue plastic basket, that has been given the generic, common every-day words, "blue box", to described the container.

... 2.

- 2 -

We would suggest that there can be no confusion with your trade and services, no effect on any inherent distinctiveness with your trademark, and no reduction in esteem or goodwill.

Yours truly,

L. W. Stewart, Q.C.
City Solicitor.

LWS/omc

cc: Mayor Hazel McCallion
Laidlaw Waste Systems Ltd.
Olga Carmen, Public Affairs

**MEMORANDUM***addendum 24*

TO THE CHAIRMAN AND MEMBERS
OF THE OPERATIONS AND WORKS COMMITTEE

From W.P. TAYLOR/OLGA CARMEN
ENGINEERING AND WORKS/
PUBLIC AFFAIRS

Dept. _____

Dept. _____

July 8, 1986

SUBJECT: Garbage Collection/Recycling Program Update

ORIGIN: Engineering and Works/Public Affairs

COMMENTS: This report has been prepared in response to Council's request for regular updates on the garbage collection and recycling program.

Statistics for the month of June are now available and have been assembled in chart form for your information.

<u>VOLUME OF GARBAGE</u>	JUNE '85	JUNE '86
	8,833*	10,295*

It is also worth noting that the overall garbage volume for the month of June '86 is 22 per cent higher than for the same month last year. The increase is due to population growth and the introduction of twice a week summer garbage collection.

The volume of recyclable materials collected is also higher than expected due to the overwhelming success of the City's recycling program. More than 75 per cent of residents who have curbside recycling are now participating. This is double the anticipated participation rate.

Statistics for volumes of recyclable materials collected in June are also available and are listed below.

<u>VOLUME OF RECYCLABLE MATERIALS</u>		JUNE '85	JUNE '86
Newspaper		152*	827*
Glass	not part of contract		181*
Metal Cans	not part of contract		34*

* in metric tonnes

.../2

As a result of this success, the City now has several unique concerns:

1. Concern - High volume of recyclable materials is taking longer to collect and to process at the recycling facility.

Action - Laidlaw has rented four cube-vans in
Taken addition to eight specially-designed recycling trucks to accommodate volume.

2. Concern - The additional cube-vans rented for recycling collection are smaller, slower and more expensive to operate than recycling trucks.

Action - Laidlaw has ordered four more
Taken recycling trucks and is expecting delivery of new trucks in four to six months. Effective January 1, 1987, the government is putting the 7 per cent sales tax back on truck sales causing a tremendous backlog at the truck plants.

3. Concern - Schedules are delayed due to overlapping runs to pick up late blue boxes.

Action - Laidlaw will no longer re-trace to
Taken collect garbage or blue boxes that have been placed at curbside after collection on that street has already occurred. The by-law states all garbage must be at curbside for pickup no later than 7:30 a.m. on the scheduled pickup day.

4. Concern - Partially empty blue boxes placed at curbside every week are slowing drivers and causing delays in the overall collection. Laidlaw had anticipated that people would be putting out their boxes every other week rather than every week.

Action - Through the ongoing public awareness
Taken program, residents will be asked to only recycle when the blue recycling box is full (a list of recycling tips follows).

.../3

5. Concern - Some blue boxes have gone missing and it appears that organized thieves are not responsible. Residents are also requesting more than one blue recycling box because they are finding other handy uses for them.

Action - Crime Stoppers have been alerted and
Taken residents are requested to call 222-8477 with information.

The replacement quota of blue boxes is estimated at one per cent per year for each of the five years of the contract. We have almost exhausted our five year supply of blue boxes.

As a further precaution and to help identify individual blue boxes, residents are asked to place their addresses on blue boxes.

Other Concerns:

6. Concern - Some streets and houses have been missed during garbage and recycling collection.

Action - The contractor is having problems with
Taken training drivers to new routes. Time, practice and possibly smaller routes will resolve this concern.

7. Concern - Residents are not placing boxes at curb by 7:30 a.m.

Action - Through our continuing public awareness
Taken program, residents will be asked to place garbage and recycling blue boxes at curb by 7:30 a.m.

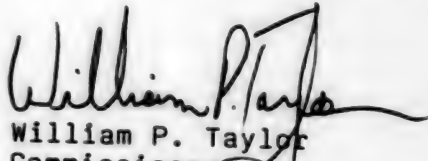
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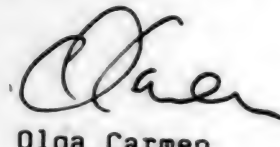
The most efficient way to use the blue box and help our contractor cope with our overwhelming participation rate is to:

- only recycle on the day you have been assigned as blue box day (if in doubt call 624-6162)
- only place blue box on curb when it's full
- secure newspapers in plastic bags
- place loose bottles, and cans and bagged newspapers in blue box
- remove caps and metal rings from bottles
- place garbage and recyclables on curb by 7:30 a.m.

We predict the difficulties will taper off as everyone becomes accustomed to the program.

RECOMMENDATIONS: That the garbage collection and recycling program update by the Commissioner of Engineering and the Director of Public Affairs be received.


William P. Taylor
Commissioner
Engineering and Works


Olga Carmen
Director
Public Affairs



MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00010

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

July 7, 1986.

OPERATIONS/WORKS *July 9/86*

SUBJECT: Traffic control at the intersection of Birchwood Drive/Glen Road/Lorne Park Road.

SOURCE: Councillor P. Mullin - Ward 2.

COMMENTS: Councillor Mullin, during an on-site meeting with Engineering personnel, requested additional traffic control at the above intersection to improve the level of safety.

RECEIVED

REGISTRY NO 4732

DATE JUL 8 1986

FILE NO F-06.0405

CLERK'S DEPARTMENT

Currently an all-way stop controls traffic at the intersection of Lorne Park Road at Glen Road/Birchwood Drive, and a yield sign controls northbound traffic on Glen Road at Birchwood Drive.

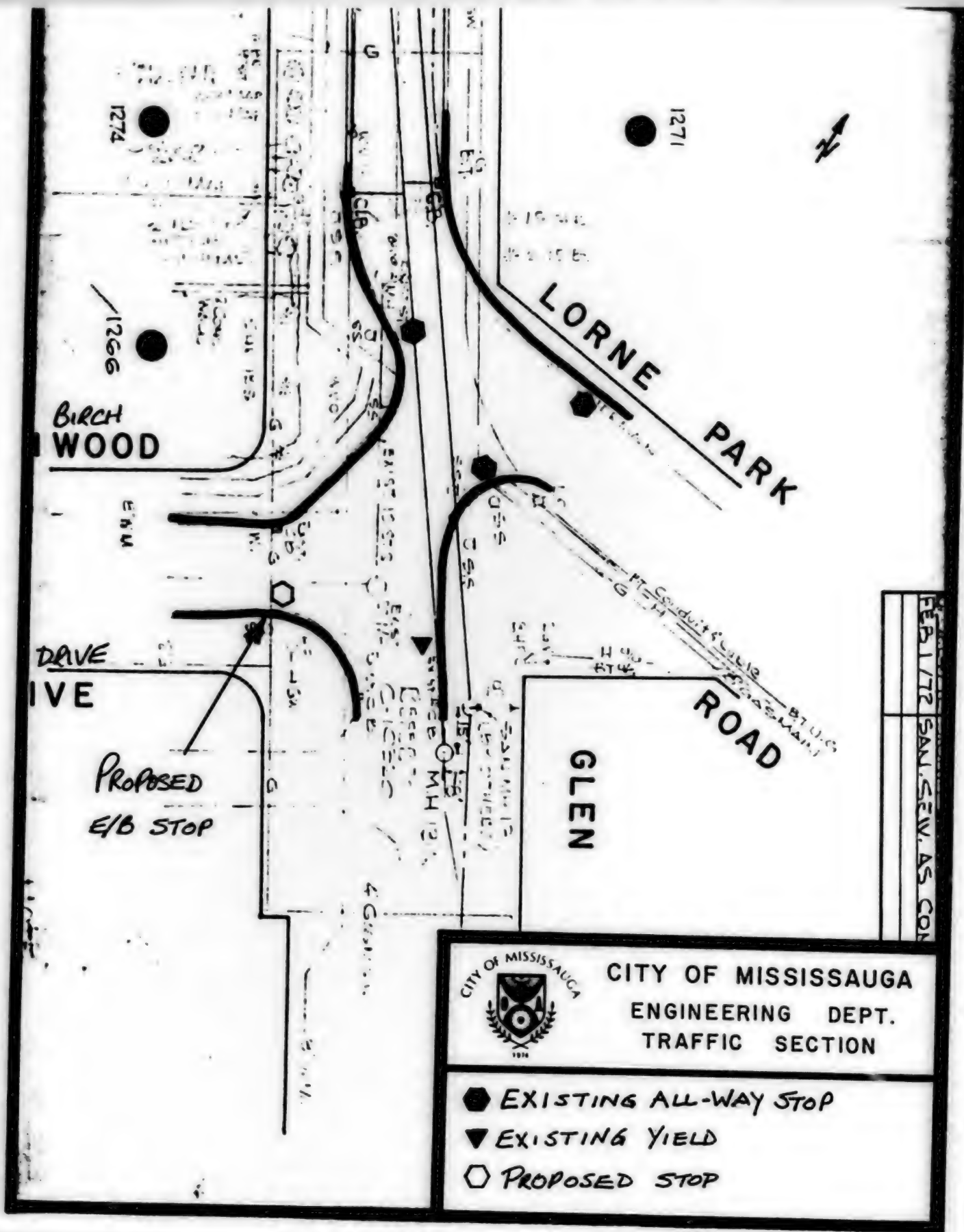
In view of limited sight lines at the intersection of Glen Road and Birchwood Drive, it is felt that the installation of a stop sign to control eastbound traffic on Birchwood Drive at Glen Road could assist in improving the overall level of safety.

Prior to the summer of 1983, eastbound traffic on Birchwood Drive was controlled by a yield sign. However, due to very limited vehicle volumes on Glen Road, previous Ward 2 Councillor, M. Marland, requested a change to the current northbound yield sign on Glen Road.

RECOMMENDATION: That a by-law be passed authorizing the installation of a stop sign for eastbound traffic on Birchwood Drive at Glen Road.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

[Signature]
10/8/E
Attach.



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

- EXISTING ALL-WAY STOP
- ▼ EXISTING YIELD
- PROPOSED STOP



MEMORANDUM

FILE : 11 141 00010
16 111 84207
17 111 86114

To Mayor and Members of Council

From William P. Taylor, P.Eng.,

Dept. _____

Commissioner, Engineering

4716

JUL 7 1986

July 4, 1986

T-84003
205 85045

JUL 9 1986

OPERATIONS/WORKS

SUBJECT :

Royal Park Homes Subdivision, T-84003
Caribbean Court Subdivision - Sidewalk on north side of
Caribbean Court connecting Meadows Blvd to the adjacent
park.

ORIGIN :

Request from Councillor L.C. Taylor in response to a
petition from some of the area residents (copy attached).

COMMENTS :

Caribbean Court is a 17 m wide cul-de-sac approximately
135 m in length running westerly from Meadows Blvd.
Eighteen new homes have been constructed on the street.
A link to the adjacent Rayfield Park and a second walkway
connecting Caribbean Court to Molly Avenue radiate from
the cul-de-sac.

The Servicing Agreement calls for a sidewalk along the
north side of Meadows Blvd and continuing around part of
the bulb to connect the two walkways.

Six of the eighteen homeowners have submitted a petition
requesting deletion of the sidewalk.

Current policy requires a sidewalk on a cul-de-sac only
where it creates a link to an existing walkway or park
system as is the case on Caribbean Court.

The issues here are similar to the issues to be addressed
with respect to the sidewalk on Pengilly Place which is a
subject of a Council report dated July 3, 1986 in
response to Request No. 144-86.

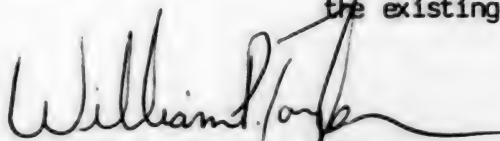
continued ...

SUBJECT :

Royal Park Homes Subdivision, T-84003
Caribbean Court Subdivision - Sidewalk on north side of
Caribbean Court connecting Meadows Blvd to the adjacent
park.


RECOMMENDATION :

That a sidewalk on Caribbean Court be installed as per
the original Servicing Agreement and in conformance with
the existing City Sidewalk Policy.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.

cc : Councillor L.C. Taylor
Councillor P. Mullin
P. Griffiths, Engineering

 RGC:jb

0362E22E

KUSG

* *check location of playground in Ryffill Park.*

June 5, 1986

Mr. Larry Taylor,
Councillor of Ward 4,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario

* *check location of light std in front of 483 - Doug RAE*

Dear Mr. Taylor:

* *mutual*

We the residents of Caribbean Court of the City of Mississauga, are petitioning that we do not want a sidewalk as proposed by the City.

We will appreciate any assistance you can give us.

The names and addresses are as follows:

Anna Di Natale

Figueras, P. & J.

S. Jagodkowski, Torzylowski

John & Mrs. Rowinski

E. & J. W. W. W.

H. & J. W. W.

459 Caribbean Ct. - 2753

467 Caribbean Ct. - 272-3705

463 CARIBBEAN CT. 276-6941

471 CARIBBEAN CT. 896-7238

475 CARIBBEAN 896 3213

479 Caribbean Ct 270 1190

Lots 3-8 North side only

*Obtained from
Councillor Taylor's
office 860626*

CITY OF MISSISSAUGA

MINUTES

MEETING EIGHT EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, JULY 9, 1986, 9:50 A.M.

PLACE OF MEETING: COUNCIL CHAMBERS

MEMBERS PRESENT: Councillor H. Kennedy
Councillor L. Taylor
Councillor F. McKechnie (Chairman)
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn

MEMBERS ABSENT: NIL

OTHERS PRESENT: Mayor H. McCallion (part)
Councillor P. Mullin
Councillor M. Prentice

STAFF PRESENT: Mr. W.P. Taylor, Commissioner of Engineering and Works
Mr. A. McDonald, Acting Commissioner of Building
Mr. L.W. Stewart, City Solicitor
Ms. L. Mailer, Clerk's Department

DEPUTATIONS - 9:50 A.M.

- A. Oksana Hlodan and Sgt. D. Yakichuk
A.03.04.05
SEE ITEM 1
- B. (i) Mr. M. Enright, 1701 Pengilley Place
(ii) Mrs. J.C. Das, 1742 Pengilley Place
T-82006
SEE ITEM 17

July 9, 1986

MATTERS CONSIDERED:

1. Report 5-86 of the Traffic Safety Council meeting held on June 25, 1986.

Sgt. D. Yakichuk and Oksana Hlodan were in attendance and answered questions with respect to the following recommendation:

- '(a) That the City of Mississauga provide \$18,150 toward the cost of the Elmer and Constable Do-Right Safety Program for Children, and that the City of Brampton be asked to fund the remaining 25%.
- (b) That Dr. A. Wood and Mrs. B. Caldwell be appointed as the City of Mississauga Traffic Safety Council representatives on the Steering Committee which will oversee the development of the Elmer and Constable Do-Right Safety Program for Children.'

At the request of Mr. Dwyer the following recommendation was deferred to the next Operations and Works Committee meeting scheduled for August 11, 1986, so that his Consultant could attend the meeting to discuss this matter.

'That no further action be taken with respect to the hedge adjacent to 2524 Mason Heights, and that Mr. S. Dwyer be so advised.'

A.03.04.05

Amended

See Recommendations OW-191-86 to OW-202-86 (H. Kennedy)

2. Report dated June 18, 1986, from the City Solicitor with respect to easements required for possible future grade separation works, Erindale Station Road at the Canadian Pacific Railway Line and Dearborn Chemical Company Limited, Application for Site Plan Approval at 3451 Erindale Station Road. The Site Plan Committee comments for this matter require the applicant to convey gratuitously to the City a temporary 20 metre working easement along the south limit of the site to facilitate the construction of a future grade separation on Erindale Station Road at the Canadian Pacific Railway Line. An appropriate Easement Agreement and Transfer of Easement have been prepared in satisfaction of this condition.

July 9, 1986

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Easement Agreement dated the March 17, 1986 and the Transfer of Easement dated the March 27, 1986, both between Dearborn Chemical Company Limited, Canadian Pacific Limited and The Corporation of the City of Mississauga with respect to the easement across Parts 2 and 3 Plan 43R-12756 (lands municipally located at 3451 Erindale Station Road).

C.01.03
E.01.02

Approved

See Recommendation OW-169-86 (D. Culham)

3. Report dated June 26, 1986, from the Commissioner of Engineering & Works with respect to an exemption from Major Watercourse Improvement Levy and Reduction of Major Road Improvement Levy to be granted to the developer for the proposed residential subdivision known as "The Woods" (Matthews Group Ltd.) Phase II, T-77060, located north of Burnhamthorpe Road and east of Elora Drive. Under the standard Financial Agreement for this plan, the developer would be responsible for:
- (a) Major Watercourse Improvement Levy in the approximate amount of 29.64 ha x \$7,172.55 = \$212,594.38.
 - (b) Major Road Improvement Levy in the approximate amount of 29.64 ha x \$19,974.00/ha = \$592,029.36.

Under the terms of the proposed Servicing Agreement, the developer will be responsible to construct a box culvert varying in size from 1.2 m x 1.8 m (4 ft. x 6 ft.) to 1.5 m x 3.0 m (5 ft. x 10 ft.) which will also provide an outlet for external upstream lands. The value of these works is \$1,728,000.00.

Based on the storm sewer oversizing works beyond sixty (60) inches in diameter to be undertaken by the developer of Plan T-77060, Phase II, the developer should be granted a credit against all of the Major Watercourse Levies anticipated for this Plan.

Also included in this Agreement is the construction of Rathburn Road from the existing Elora Drive easterly approximately 590 m to the future Confederation Parkway. This section of road was considered in the calculation of the Major Road Improvement Levy. Based on the standard procedure of crediting a developer for 70% of the cost for a four lane paved curb and gutter road with a roadway storm sewer, a credit in the amount of \$289,988.03 should be considered by against the Major Road Improvement Levy for Plan T-77060, Phase II.

RECOMMENDATION:

- (a) That the Financial Agreement for Plan T-77060, Phase II located north of Burnhamthorpe Road and east of the existing Elora Drive indicate that no Major Watercourse Improvement Levies are to be paid to the City for this development and that a credit of \$289,988.03 is to be afforded to this developer against the Major Road Improvement Levies.
- (b) That the developer of Plan T-77060, Phase II be required to undertake the construction of the box culvert and the construction of Rathburn Road at his expense, in accordance with the Servicing Agreement for the proposed residential development.

T-77060

Approved

See Recommendation OW-170-86 (L. Taylor)

- 4. Report dated June 19, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of the grading rectification works on Lots 9 and 15, Plan 43M-283, Kathrose Development Subdivision, located south of Dundas Street West and west of Mavis Road. Under the terms of the Engineering Agreement for Plan 43M-283, Kathrose Developments Ltd. is responsible for the proper grading of all lots within this subdivision. Staff prepared a letter to the developer dated May 30, 1986 and a letter dated June 19, 1986 requesting a satisfactory response by July 4, 1986 as to when this work will be undertaken.

To date the outstanding grading rectification works on Lots 9 and 15 have not been completed satisfactorily. The homeowner involved has expressed her concerns regarding the delay in the matter.

July 9, 1986

RECOMMENDATION:

That in the event that the developer does not provide a satisfactory response by July 4, 1986, the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lots 9 and 15, Plan 43M-283, Kathrose Development Subdivision, located south of Dundas Street West and west of Mavis Road at an estimated cost of \$6,000.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.283.02

Approved

See Recommendation OW-171-86 (L. Taylor)

Due to an error, the report as listed on the agenda for this meeting did not correspond with the attachment. The error was identified and corrected when the matter was considered by Council on July 16, 1986. The following is the correct report and recommendation as adopted by Council.

5. Report dated June 16, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of the grading rectification works on Lot 118, Plan 43M-506, Heritage Oaks Subdivision (located west of Mavis Road and north of Burnhamthorpe Road West). Under the terms of the Engineering Agreement for Plan 43M-506, the developer is responsible for the proper grading of all lots within this subdivision. Staff prepared letters to the developer dated April 1, 1986 and April 17, 1986 for Lot 118. To date the outstanding grading rectification works on Lot 118 have not been completed satisfactorily. The homeowner involved has expressed concerns regarding the delay in the matter.

RECOMMENDATION:

- (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 118, Plan 43M-506, Heritage Oaks Subdivision, located west of Mavis Road and north of Burnhamthorpe Road West at an estimated cost of \$3,000.00.00.

- (b) That the Commissioner of Engineering and Works be authorized to engage McDonnell Maughan Limited for the design and supervision of the corrective grading works at an estimated cost of \$800.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.506.02

Approved

See Recommendation OW-172-86 (H. Kennedy)

6. Report dated June 23, 1986, from the Commissioner of Engineering & Works with respect to a draw from Major Road Improvement Levy Reserve Fund as a result of the construction of Eglinton Avenue between Erin Mills Parkway and Winston Churchill Blvd and the relocation of hydro and bell poles. During the processing of the Erin Mills Draft Plan for residential neighbourhoods 210/211 (T-83030 - between Eglinton Avenue and Highway 403 west of Erin Mills Parkway), the condition was imposed on the developer that he construct Eglinton Avenue to a three lane cross section between Erin Mills Parkway and Winston Churchill Blvd and that he construct Glen Erin Drive between Eglinton Avenue and the southerly limit of the plan.

A credit from the Major Road Improvement Levy was approved by Council in the amount of \$500,000.00 for the above works. The total cost of the works is in excess of \$1,700,000.00.

In addition the developer decided to increase the reconstructed width of Eglinton Avenue to five lanes to allow for the ultimate development of plans T-79061 (commercial) and T-84051 on the north side of Eglinton Avenue as it was anticipated that this condition would be imposed on the developer if and when the plans on the north side of Eglinton Avenue are processed.

As the levy rebates which have been granted are a much lower percentage of the total construction costs than is normal (30% vs 70%) the Engineering Department agreed to recommend to Council that the costs of relocating the Hydro line and Bell line would be borne by the City. Estimates were obtained from Mississauga Hydro and Bell Canada and the City's share of the cost of the pole line relocations are \$41,500.00 for Mississauga Hydro, and \$6,857.84 for Bell Canada.

July 9, 1986

In order to complete the reconstruction of Eglinton Avenue this year, it will be necessary to have these relocations carried out.

RECOMMENDATION:

That a by-law be enacted to allow the allocation of \$41,500.00 for the relocation of Hydro poles on Eglinton Avenue and \$6,857.84 for the relocation of Bell Telephone poles on Eglinton Avenue between Erin Mills Parkway and Winston Churchill Blvd with the funds to be drawn from the Major Road Improvement Reserve fund, and the necessary Purchase Order be issued to Mississauga Hydro and Bell Canada respectively.

T-83030

Approved

See Recommendation OW-173-86 (T. Southorn)

7. Report dated June 27, 1986, from the Commissioner of Engineering & Works regarding an Ice Control Structure on the Credit River. The Credit Valley Conservation Authority has completed a study of ice control structures at three locations on the lower Credit River at the Thompson property, Erindale Park, and the Shell property.

The study shows that an ice control structure built on the Thompson property would be the most expensive to construct (estimated cost \$650,000 including land acquisition) and it also posed the most problems in that the land was held by seven property owners and there was an area of approximately 4 ha which would have to be cleared of trees which would result in a significant environmental impact on the area. This site has therefore been rejected by the C.V.C.A.

A structure constructed on the Shell property just north of Highway 403 would cost approximately the same amount of money as a structure in Erindale Park (\$360,000); however, since this structure is considerably upstream from Dundas Street it is estimated it would hold back a lesser amount of ice than a structure constructed in Erindale Park. In addition to the above negative factor, it would be necessary to acquire land from the Croatian Park in order to make an ice dam on the Shell property viable.

July 9, 1986

A structure in Erindale Park can be built prior to the end of 1986 at a cost of approximately \$360,000 due to the fact that all of the property is in public ownership. An ice dam constructed in Erindale Park is estimated to be capable of holding back 71% of the ice which would reach the Mississauga Golf Club. In addition the Conservation Authority has indicated that it is prepared to help the Parks Department in repairing any ice damage which might occur in the spring of the year in Erindale Park due to scour. It also can be argued that the construction of the ice dam structure in Erindale Park could have an effect on the recently completed works in the park; however, it is felt that the impact would be minimal and of course any damage could be cleaned up after the construction of the dam is completed.

RECOMMENDATION:

That the Credit Valley Conservation Authority be advised that the City of Mississauga would like them to proceed with the construction of an ice dam structure in Erindale Park in 1986, on the premise that the structure will blend in with the park facilities, at an estimated cost of \$360,000 with the City of Mississauga being designated benefiting municipality.

Councillor Culham recommended that this matter be referred to Council without a recommendation as he was arranged a meeting prior to July 16, 1986, and would like to opportunity to review the report.

E.03.06.03

Referred to Council Without Recommendation

8. Report dated June 27, 1986, from the Commissioner of Engineering & Works with respect to the sweeping of sand on residential streets. City policy has been that no sweeping be carried out on surface treated roads except where the build up of sand has caused a hazardous road condition. In the Spring of 1986 following complaints from mainly residents the Works Section was instructed to sweep this roads.

RECOMMENDATION:

That all surface treated roads be swept following winter maintenance activities at an estimated cost of \$20,000.00.

F.05.01

Approved

See Recommendation OW-174-86 (L. Taylor)

July 9, 1986

9. Report dated June 26, 1986, from the Commissioner of Engineering & Works regarding the rehabilitation of Lakeshore Road Bridge over the Credit River. The Engineering and Works Department, as part of the Bridge Maintenance Program, requested the firms of McCormick Rankin and Morrison Hershfield Limited to submit proposals to undertake a detailed bridge condition survey, and to prepare necessary plans, and contract documents for the rehabilitation of same for same in 1987.

Funds necessary for the rehabilitation works will be proposed in the 1987 Capital budget. Based on a review of the proposals, it is the recommendation of this Department that the services of the firm of McCormick Rankin be retained to carry out the survey and prepare the necessary contract documents. Funds for the work have been allocated in the 1986 Bridge Maintenance Current Account 08212-01-4192.

RECOMMENDATION:

- (a) That the firm of McCormick Rankin be appointed to carry out the bridge survey design and contract drawings of the rehabilitation of the Lakeshore Road Bridge over the Credit River and that the necessary funds be allocated from the Bridge Maintenance Current Account No. 08212-05-4192 (at a maximum upset cost of \$75,000.00).
- (b) That the funding for the rehabilitation of the Lakeshore Road bridge over the Credit River be considered in the 1987 Capital Budget.

J.05.85000

Approved

See Recommendation OW-175-86 (H. Kennedy)

10. Report dated June 24, 1986, from the Commissioner of Engineering & Works with respect to the Five-Year Construction Program of the Ministry of Transportation and Communications. At the Council meeting of June 9, 1986 a letter was received from Mr. E. Fulton, Minister of Transportation and Communications with respect to the proposed staging of intersection improvements on the Q.E.W. commencing with the interchange at Southdown Road and Erin Mills Parkway without any specific timing mentioned.

July 9, 1986

The Department was asked to review the Ministry's five year capital program proposed for the City of Mississauga and the following projects are proposed:

1. Award of tender for the interchange at Winston Churchill Boulevard and Highway 401 June 1986
2. Tender of new Kennedy Road flyover of Highway 401 Fall 1986
3. Highway 403 collector-distributor system Matheson-Eglinton 1986
4. Noise barriers north and south sides Q.E.W. Dixie-Etobicoke Creek 1986
5. Widening of Highway 410 continuing north of Steeles Avenue to 4 lanes (Brampton) 1986
6. Replacement of Highway 401-Derry Road overpass 5-Year Program
7. Replacement of Highway 401-Steeles Avenue overpass (Halton) 5-Year Program
8. Noise barrier north and south sides Q.E.W. Dixie-Stanfield 5-Year Program
9. Noise barrier south side Q.E.W. Cawthra westerly to Highway 10 5-Year Program

It is therefore evident that none of the intersections on the Q.E.W. is to be upgraded in the foreseeable future (five years) as of June 1986. It would therefore appear that if the City wishes work to start on the Q.E.W. intersections prior to 1990, a concerted effort will be required by our elected representatives with the Minister of Transportation and Communications.

RECOMMENDATION:

- (a) That the Ministry of Transportation and Communications be requested to advise the City annually on their Five-Year Capital Program.

July 9, 1986

- (b) That the Minister of Transportation and Communications be requested to place the reconstruction of the intersection of the Q.E.W. and Southdown Road/Erin Mills Parkway in the next Five-Year Capital Budget, and that a meeting be arranged with the Minister to review the need for bringing this construction work into the Ministry's Five-Year Program.

Councillor McKechnie recommended that the Ministry also be requested to include the construction of an interchange at Courtney Park Drive and Highway 410 in its next Five-Year Capital Budget.

The motion, as amended, was voted on and carried.

A.02.03.02.01

Amended

See Recommendation OW-176-86 (D. Culham)

11. Report dated June 19, 1986, from the Commissioner of Engineering & Works regarding parking on City streets and front yard parking. The Engineering Department is in possession of the requests for reports from the Public Works Committee, with respect to current City parking policies and practices as well as a request from the By-Law Committee for a report on the feasibility of expanding the current on-street maximum parking by-law from three to five hours.

In view of this, the report on parking in Mississauga as it pertains to current requirements, the three hour on-street maximum, permit parking and extended on-street parking along with a review of the City of Toronto practices as they relate to Front Yard and Permit Parking.

The Engineering Department has received a number of complaints and requests with respect to parking, and currently have in review seven individual requests from resident groups on Brandon Gate Drive, Brookhurst Road, Carillion Avenue, Corkstone Glade, Gripsholm Road, Meadows Blvd. and Mississauga Road for extended on-street and permit parking. These seven are being evaluated in accordance with current criteria.

In summary, with respect to maintenance, snow clearing and enforcement, the three hour limit is adequate in most cases and should not be extended nor abolished. Particularly in terms of enforcement, as identified in the report to the By-Law Committee from the Commissioner of Building dated November 7, 1985, any changes in this limit will be extremely disruptive to the Parking Control Section with respect to ticketing, officers shifts, revenue, signing and the changing of the actual tickets.

July 9, 1986

By-Law Committee, at its meeting of January 9, 1986 adopted the following recommendation:

"4-86 That no change be made to the three (3) hour parking limit currently in place in the City of Mississauga"

This recommendation was subsequently adopted by Council at its meeting of January 27, 1986.

From a traffic viewpoint a total change can be accommodated, but would require changing all the City entrance signs, and would probably require the addition of numerous parking prohibitions. In terms of snow clearing and ploughing, an extension of the three hour limit would probably create significant problems; however, the expansion of the current snow removal system as outlined in the report of June 26, 1985 to Public Works from the Engineering Department re: signs posted four hours in advance with towing of vehicles when necessary, may assist in resolving this concern. Specific problem areas where there is continual long term on-street parking occurring and which is creating snow removal problems can be addressed by total prohibition on a site specific case.

Based on the City's experience with permit and extended parking, it is concluded that only one program is acceptable. This issue of fairness with respect to parking for free versus paying for a permit is the major concern, and must be dealt with. Extended parking is simpler to accommodate and control and appears to at least temporarily satisfy the needs of those where parking shortages have been identified. This may create additional enforcement and snow removal problems, but these can probably be overcome to at least an acceptable level.

In general, the 72 hour parking zones have satisfied an identified need and have not caused serious traffic problems as they have been carefully screened. Complaints from surrounding residents have been extremely low (i.e. one or two) where the long term parking has been instituted.

RECOMMENDATION:

- (a) That the current three hour on-street maximum remain as such and be enforced consistently on a City wide basis.
- (b) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to abolish permit parking on Williamsport Drive as of June 30, 1986, and be replaced with seventy two hour extended parking free of charge.

July 9, 1986

- (c) That the current extended parking program be continued subject to existing criteria as previously approved.
- (d) That the current parking requirements be reviewed and re-evaluated by the Planning Department.

With respect to permitting 72 hour parking, Mr. Taylor acknowledged that this does cause some problems especially in the winter months with snow clearance however it is anticipated that this problem can be solved either by alternating sides of the street where this is permitted or designating emergency snow plow routes. Mr. Taylor advised that he would prepare a further report on this aspect.

Councillor Mullin expressed concern about the parking problems caused by permitting small lots and areas of semi-detached and townhouse development. Parking problems relate significantly to the type of development permitted. Councillor Mullin recognized that it is difficult to correct deficiencies in the older areas but was pleased to note the recommendation that the Planning Department review the parking standards. Councillor Mullin also recommended that the Engineering Department in conjunction with the Legal Department investigate whether different standards can be implemented in the older areas than the new areas.

In response to a question, Mr. Taylor responded that the Department feels that permit parking has proven to be unfair and costly administratively and difficult to enforce. Councillor Kennedy recommended that it be the policy of the City that no further requests for permit parking be entertained.

With respect to the \$5.00 and \$10.00 fine for parking offences, Councillor Taylor recommended that Staff report on the advisability of increasing the fine to \$20.00.

Councillor Southorn advised that one of the areas he would like investigated in order to possibly alleviate parking on residential streets, especially for trucks, trailers, school buses, etc., is if it would be feasible to establish residential parking lots on a user pay basis to cover the capital costs and ongoing maintenance costs. No recommendation was made with respect to this suggestion.

The motion, as amended, was voted on and carried.

F.06.04.02

Amended

See Recommendation OW-177-86 (L. Taylor)

12. Report dated May 30, 1986, from the Commissioner of Engineering & Works in response to requests for extended on-street and permit parking. The Engineering Department is in possession of the following requests for extended on-street and permit parking.

Public Works Request No. 132-85	- Corkstone Glade
General Committee Request No. 280-85	- Mississauga Road
General Committee Request No. 1-86	- Carillion Avenue
General Committee Request No. 192-85	- Brookhurst Road
Former Councillor Skjarum's office	- Gripsholm Road
Councillor Taylor's office	- Meadows Boulevard
Councillor McKechnie's office	- Brandon Gate Drive
Councillor Southorn's office	- Bow River Crescent

All of these requests have been grouped into the report but have been evaluated on an individual basis. Each request has been evaluated based on the criteria which was approved by Council at its meeting of May 14, 1984; extended on-street parking will only be considered in developments where the individual unit has less than two on-site parking spaces (200% parking) and cannot develop additional on-site spaces.

RECOMMENDATION:

- (a) That extended or permit parking not be implemented on Corkstone Glade, Carillion Avenue, Brookhurst Road, Meadows Boulevard and Brandon Gate Drive, as investigations indicate that 200% on-site parking, generally with room for expansion, is available.
- (b) That extended parking not be permitted on Gripsholm Road even though on-site parking is less than 200%, since the existing on-site parking is not totally utilized.
- (c) That extended parking for 12 hours maximum be permitted on the north side of the north leg of Bow River Crescent between a point 15 meters west of Falconer Drive and the west limit of the development and in order to avoid any potential sight distance problems at the development driveways that parking be prohibited 6 meters either side of these driveways.

July 9, 1986

- (d) That extended parking for 12 hour maximum be permitted on the west side boulevard of Mississauga Road between a point 35 meters north of High Street and a point 6 meters south of Park Street, and on the east side boulevard between a point 22 meters south of Front Street and a point 40 meters south thereof.

F.06.04.02

Approved

See Recommendation OW-178-86 (T. Southorn)

13. Report dated June 24, 1986, from the Commissioner of Engineering & Works in response to request for a review of traffic conditions on Beacon Lane and Sawgrass Crescent due to on-street parking congestion associated with two athletic fields.

RECOMMENDATION:

- (a) That 'No Parking Anytime' signs be erected in the cul-de-sac at the east leg of Beacon Lane under the general provisions of Traffic By-law 444-79.
- (b) That 'No Parking' signs be erected on both sides of Sawgrass Crescent advance to Sawgrass Park from 8:00 a.m. to 9:00 p.m. Thursday to Sunday, under the general provisions of Traffic By-law 444-79.
- (c) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on Beacon Lane from a point 48m west of Perivale Road (north intersection) to a point 38m south westerly thereof and from a point 108m westerly of Perival Road (north intersection) to a point 95m southerly thereof and from a point 44m west of Perivale Road (south intersection) to a point 35m north westerly thereof.
- (d) That the Recreation and Parks Department review the current requires for on site parking at Creditview Woods Park.

F.06.04.02

Approved

See Recommendation OW-179-86 (D. Culham)

14. Report dated June 23, 1986, from the Commissioner of Engineering & Works in response to concerns expressed that private motor vehicles and commercial trucks are parking an unloading goods while within the limits of transit bus stops obstructing transit vehicles.

Under the existing general provisions of the Traffic By-law only parking can be restricted at bus stops while still legally allowing the transit buses to stop. By restricting only parking this still allows other than transit buses to park temporarily for the purpose of and while actually engaged in loading and unloading merchandise or passengers.

As a result an amendments to By-law has been prepared to prevent any vehicle other than a Mississauga transit bus or school bus from parking or stopping in a designated bus loading zone. Prohibitive signs will only be erected in identified problem areas.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit any vehicle, other than a Mississauga transit bus or school bus, from parking or stopping in a designated bus loading zone.

F.06.04.02

Approved

See Recommendation OW-180-86 (L. Taylor)

15. Report dated June 19, 1986, from the former Commissioner of Building in response to request regarding the enforcement of the "No Smoking" By-law in eating establishments. The by-law is worded in such a way that it is not mandatory to designate no smoking areas in a restaurant unless required by the Fire Marshall or other act or regulation for other specific reasons. Therefore, it is the proprietor's choice whether or not to designate a non smoking section. Banning smoking in areas or establishments where attendance is a matter of choice is not a legislative matter but a matter of public education. Also considering the number of eating establishments, hours of operation and numbers of customers served, enforcement would be an impossible task.

RECOMMENDATION:

That the report dated June 19, 1986, from the Commissioner of Building with respect to the enforcement of the "No Smoking" By-law in eating establishments be received.

Councillor Taylor recommended that the by-law be amended to delete the word "may" which would have the effect of making it mandatory that a no smoking area be designated and that the percentage of space designated be 50%.

Councillor Cook suggested that any proposed change should be circulated to the restaurant industry for input and public meetings. Councillor Cook noted that the current legislation is permissive but not mandatory and it should be left up to the owner of eating establishments to determine its clients' needs in this regard.

Further it was pointed that public awareness and changing attitudes will determine the needs for no smoking areas.

Councillor Taylor's motion was voted on and lost.

L.07.01

Received

See Recommendation OW-181-86 (D. Cook)

16. Report dated June 20, 1986, from the former Commissioner of Building with respect to a Housekeeping Agreement required for Armcorp 4-8 Ltd. and James Lucas Properties Limited the owners of premises municipally known as 2575 Dundas Street West as a condition of building permit application.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Housekeeping Agreement dated June 6, 1986 between The Corporation of the City of Mississauga and Armcorp 4-8 Ltd. and James Lucas Properties Limited for premises municipally known as 2575 Dundas Street West.

B.01.04

Approved

See Recommendation OW-182-86 (T. Southorn)

17. Report dated July 3, 1986, from the Commissioner of Engineering & Works in response to the request by the residents of Pengilley Place for the deletion of the sidewalk.

Pengilley Place is a 17m wide-cul-de-sac approximately 270m in length along which 29 new homes have been constructed. It runs off Clarkson Road a short distance north of Lakeshore Road. A link to Birchwood Park has been created from the cul-de-sac.

A condition in the Consolidated Report required a sidewalk to be placed from Clarkson Road along the north side of Pengilley Place to connect to the link to Birchwood Park.

July 9, 1986

Current policy does not require a sidewalk on a cul-de-sac street unless it provides a link to an adjacent parkway or walkway system as is the case on Pengilley Place.

Twenty-four homeowners have indicated that they are in favour of deleting the sidewalk, two property owners are in favour of receiving the sidewalk and three property owners have not indicated their preference.

In the past the Engineering has recommended sidewalk deletions upon receipt of 100% agreement of the area residents. In such cases the developer is required to convey the monies which would have been used to construct the sidewalk to the City and the monies are held in reserve in case it is required to construct the sidewalk at a future date.

Briefly, the issues which should be considered are as follows:

- (a) because the link to the park provided by this sidewalk, the users of the sidewalk will presumably come from areas outside of the subdivision. In other words, this sidewalk could be considered to be an "area" sidewalk rather than a local sidewalk.
- (b) the policy of providing sidewalk links to parks was presumably based partially on safety considerations. Will the deletion of the sidewalk force pedestrians and children to utilize the roadways and does this increase the risk of accident?
- (c) in view of the current liability insurance situation within the Province, does the deletion of the sidewalk place a potential liability on the city if the decision is to delete the sidewalk?
- (d) does the deletion of the sidewalk in an area where the consent has not been unanimous afford the opportunity of a law suit against the City from those people wanting the sidewalk to be installed on the basis that they have bought the house and paid their money with the understanding that the sidewalk was included and that they are therefore entitled to receive that service for which they have paid?

Council direction on the application of the current sidewalk policy, and particularly the provision of sidewalks where links to parks and other public facilities are involved is desirable.

RECOMMENDATION:

That the sidewalk on Pengilley Place be installed as per the original Servicing Agreement and in conformance with existing City sidewalk policy.

With respect to point (d), the City Solicitor advised that the deletion of the sidewalk requirement probably does not place a potential liability on the City. There is no case law on this sort of situation and one could argue that a municipality may make such a policy decision at the request of a majority of the homeowners on the street without attracting liability. However, the City would be sued if an accident occurred to a pedestrian walking on Pengilley Place.

With respect to point (d), the City Solicitor advised that the subdivision agreement is a contract between the Developer and the City. The homeowners are not a party to that agreement and have no legal or contractual rights flowing directly from the agreement. There could be alleged to be a moral obligation upon the City to construct a sidewalk at some future time, at the City's expense, if the homeowners so desired. For that reason the City requires the money that would otherwise be spent to construct the sidewalk to be paid by the Developer to the City and the City retains such money in a reserve account.

Mrs. Das of 1742 Pengilley Place appeared before the Committee to object to the deletion of the sidewalk. It was Mrs. Das' position that the sidewalk is required for safety reasons. Mrs. Das pointed out that she has talked to some of the people who signed the petition in favour of the deletion and they have indicated after reflection that they would be in favour of the sidewalk. Mrs. Das felt that the petition did not accurately reflect the wishes of the residents at this time. Mrs. Das pointed out that the sidewalk was included in the Servicing Agreement and the home buyers were well aware that the sidewalk was to be installed.

Mr. M. Enright of 1701 Pengilley Place appeared before the Committee on behalf of the petitioners for deletion. Mr. Enright noted that one of the reasons for the sidewalk was to provide access to the Park but in fact the main entrance to the Park is off Clarkson Road. Mr. Enright further pointed out that safety may be a factor at this time because there are 4 homes still under construction and therefore a number of service vehicles are still in the area and parking on the street; however, he did not see this as a continuing problem.

Discussion took place with respect to the residents' being given a choice on such a matter since the sidewalk was recommended in accordance with City policy. Further, it was pointed out that if it was determined that a sidewalk was needed at in the future the monies will have been deposited with the City by the developer. Councillor Mullin recognized that a majority of the homeowners by petition have indicated they do not want a sidewalk at this time. Councillor Mullin advised that she saw no reason for the sidewalk at this point in time and as Ward Representative suggested the Committee honour the request of the petitioners.

July 9, 1986

Councillor Culham recommended that the sidewalk not be installed at this time and that the developer be required to pay the appropriate cash-in-lieu to be held by the City if it was determined that a sidewalk was required in the future. This motion was voted on and carried.

T-82006

Amended

See Recommendation OW-183-86 (D. Culham)

18. Report dated June 24, 1986, from the Commissioner of Engineering & Works with respect to the proposed closure of Kennedy Road from Britannia Road East to Courtney Park Drive. Recommendation 51-85 of General Committee on January 14, 1985, advised the Ministry of Transportation and Communications that the City was prepared to accept the closing of Kennedy Road at Highway 401 for one year, commencing in the summer of 1986. The M.T.C. has advised that the tender will be awarded in early July and construction will commence in mid-August. The Ministry will not be assuming jurisdiction of this portion of roadway during the construction and it will be necessary to pass a by-law to authorize the closure of Kennedy Road between Britannia Road East/Coopers Avenue and Courtney Park Drive. The contractor will be responsible for all onsite construction and detour signing and if necessary the City will erect advance notification signs. Due to the presence of baseball diamonds and private residences, local access will have to be maintained during the construction period.

RECOMMENDATION:

That a by-law be enacted to authorize the closure of Kennedy Road between Britannia Road East/Coopers Avenue and Courtney Park Drive between August 1, 1986 and July 31, 1986.

F.02.04.03

Approved

See Recommendation CPD-184-86 (T. Southorn)

July 9, 1986

19. Report dated June 9, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of the grading works in the Kingsbridge Gardens Subdivision, Plans 43M-573 to 43M-576 inclusive, located south of Eglinton Avenue West and west of Hurontario Street. Under the terms of the Servicing Agreement, Urban Equities Sherwood Inc. is responsible for the proper grading of all lots within this subdivision. Staff have communicated with the developer on this matter however the builders have been very delinquent in completing the grading operations on numerous lots throughout this development.

Approximately 300 houses within the subdivision are yet to be topsoiled, sodded and graded. Additionally there are catchbasins to be adjusted to their final grade and retaining walls to be constructed. Many of the 300 homeowners have moved into this subdivision over the winter period and no landscaping work has commenced this year.

The Engineering Department have received numerous complaints about the condition of the lot grading, landscaping and sodding within the subdivision. If this work does not commence on a major scale within the next two or three weeks many homeowners will be left without completed landscaping works this year.

RECOMMENDATION:

- (a) That the developer, Urban Equities Sherwood Inc. be instructed to proceed with the lot grading in a manner satisfactory to the Commissioner of Engineering and Works on or before July 25, 1986.
- (b) That in the event that the above date is not met, that the Commissioner of Engineering and Works be authorized to complete the outstanding grading works on numerous lots in the Kingsbridge Garden Subdivision, Plans 43M-573 to 43M-576 inclusive, located south of Eglinton Avenue West and west of Hurontario Street at an estimated cost of up to \$600,000.00.
- (c) That the Commissioner of Engineering and Works be authorized to engage an engineering consultant for the tendering and supervision of the grading works at an estimated cost of up to \$48,000.00.
- (d) That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Parts (b) and (c).

Councillor Taylor requested that if the developer does in fact commence work that the Commissioner monitor carefully the progress of the works.

B.06.573.02

Approved

See Recommendation OW-185-86 (L. Taylor)

20. Report dated June 9, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities to grade, topsoil and sod Lots 1 to 21 inclusive, Plan 43M-591, Stoneybrook Court Subdivision, located north of Burnhamthorpe Road West and west of Mississauga Road. Under the terms of the Servicing Agreement, the developer is responsible to ensure that grading, topsoiling, and sodding is completed to the satisfaction of the City and to be completed within a reasonable time following construction of the dwelling unit on the lots in the opinion of the Commissioner of Engineering and Works. The developer advised this department that grading works within the subdivision will commence on June 23, 1986. To date no grading works have been undertaken on any lots and the homeowners have expressed their concerns as to the delay in the matter.

RECOMMENDATION:

- (a) That the Commissioner of Engineering and Works be authorized to complete grading, topsoiling and sodding on Lots 1 to 21 inclusive, Plan 43M-591, Stoneybrook Court Subdivision, located north of Burnhamthorpe Road West and west of Mississauga Road at an estimated cost of \$66,200.00.
- (b) That the Commissioner of Engineering and Works be authorized to engage The EMC Group Ltd. for the supervision of the grading works and the issuance of final lot grading certificates with engineering fees incorporated into the above amount.
- (c) That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to parts (a) and (b) above.

B.06.591.02

Approved

See Recommendation OW-186-86 (H. Kennedy)

July 9, 1986

21. Letter dated July 7, 1986, from the City Solicitor in reply to a letter dated June 27, 1986 from Mr. L. Derome, Vice-President of Cash North America (1983) Inc. of Montreal to the Mayor objecting to the City's use of the words "Blue Box" for its recycling program.

Mr. Derome pointed out that Cast have an exclusive trade mark, "The Blue Box System", for goods and services relating to intermodal containers used in shipping on the North Atlantic and requested that the City cease the use of the words.

This letter was included on the Council agenda of July 7, 1986, and Mr. Stewart was directed to respond to Mr. Derome. Mr. Stewart advised that the containers used in the recycling program are blue plastic baskets and in the contract with the City's contractor, Laidlaw Waste Systems Ltd., the "blue boxes" are called "containers". Mr. Stewart suggested that Cast is not damaged in any way nor if there any confusion with its products and services. No infringement either implied or in fact comes about by reason of Laidlaw picking up tin, glass and paper in a small blue plastic basket that has been given the generic common everyday words "blue box."

F.05.04.06

Received

See Recommendation OW-187-86 (D. Culham)

22. Report dated July 8, 1986, from the Commissioner of Engineering & Works and Director of Public Affairs with respect to an update on the garbage collection and recycling program.

Statistics for the month of June were provided and volumes of recyclable materials collected. Overall the garbage volume for June '86 is 22% higher than June '85. The increase is due to population growth and the twice weekly summer pickup. The volume of recyclable materials collected is also higher than expected due to the overwhelming success of the the program. More than 75% of residents are participating which is double that anticipated.

As a result of the success of the recycling program there are a number of unique concerns as follows along with the proposed action to be taken:

1. High volume of recyclable materials is taking longer to collect and process. Laidlaw has rented four cube vans in addition to eight special designed recycling trucks to accommodate the volume.

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2. The additional rented cube vans are smaller, slower and more expensive to operate. Laidlaw has ordered four more standard recycling trucks and delivery is expected in four to six weeks.
3. Schedules are delayed due to overlapping runs to pickup late blue boxes. Laidlaw will no longer retrace routes to pickup blue boxes which have been placed at curbside after collection on the street. Garbage and the blue boxes are to be at curbside no later than 7:30 a.m.
4. Residents are placing partially empty blue boxes for collection. Laidlaw anticipated that the boxes would be put out every other week rather than every week. Through the ongoing public awareness program, residents will be asked to only place the blue box out when it is full.
5. A considerable number of blue boxes have gone missing although it appears that organized thieves are not responsible. Residents are also requesting more than one box to be used for other purposes. Crime Stoppers has been alerted and residents are request to call for information. The replacement quota of blue boxes is estimated at 1% per year for each of the 5 years of the contract. The five year quota has almost been exhausted. In order to help identify individual blue boxes, residents are asked to put their addresses on the boxes.
6. Some streets and houses have been missed during garbage and recycling collection. The contractor is having problems with training drivers on new routes. Time, practise and smaller routes will resolve this concern.
7. Residents are not placing garbage at the curb by 7:30 a.m. Through the ongoing public awareness program residents will be reminded to do so.

It is expected that the difficulties with lessen as everyone becomes accustomed to the new program.

RECOMMENDATION:

That report dated July 8, 1986, from the Commissioner of Engineering and Works and Director of Public Affairs regarding the status of the garbage and recycling program be received.

F.05.04.06

Received

See Recommendation OW-188-86 (D. Culham)

23. Report dated July 7, 1986, from the Commissioner of Engineering & Works with respect to traffic control at the intersection of Birchwood Drive/Glen Road/Lorne Park Road. During an on site meeting, Councillor Mullin requested additional traffic control at this intersection to improve the level of safety. Currently an all-way stop controls traffic at the intersection of Lorne Park Road at Glen Road/Birchwood Drive, and a yield sign controls northbound traffic on Glen Road at Birchwood Drive. In view of the limited sight lines at the intersection of Glen Road and Birchwood Drive the installation of a stop sign to control eastbound traffic on Birchwood Drive at Glen Road could assist in improving the overall level of safety.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of a stop sign for eastbound traffic on Birchwood Drive at Glen Road.

F.06.04.05

Approved

See Recommendation OW-189-86 (L. Taylor)

24. Report dated July 4, 1986, from the Commissioner of Engineering & Works with respect to a request by Councillor L. Taylor in response to a petition from some residents on Caribbean Court for the deletion of the sidewalk proposed along the north side of the Court connecting Meadows Blvd. to the adjacent park. Caribbean Court is a 17m wide cul-de-sac approximately 135m in length running westerly from Meadows Blvd. Eighteen new homes have been constructed on the street. A link to the adjacent Rayfield Park and a second walkway connecting Caribbean Court to Molly Avenue radiate from the cul-de-sac. The Servicing Agreement calls for a sidewalk along the north side of Meadows Blvd. and continuing around part of the bulb to connect the two walkways. Six of the eighteen homeowners have submitted a petition requesting deletion of the sidewalk.

Current policy requires a sidewalk on a cul-de-sac only where it creates a link to an existing walkway or park system as is the case on Caribbean Court. The issue here is similar to the issues addressed with respect to those addressed in Item 17 (Pengilley Place).

RECOMMENDATION:

That a sidewalk on Caribbean Court be installed as per the original Servicing Agreement and in conformance with the existing sidewalk policy.

Councillor Taylor recommended that the sidewalk be deleted on the north side of Caribbean Court from Meadows Boulevard to the north walkway and that the sidewalk be installed in front of the four homes on the bulb between the north and south walkway. Councillor Taylor advised that this recommendation is in accordance with the request of the residents and maintains a link between the walkways.

Approved

See Recommendation OW-190-86 (L. Taylor)

25. Fire Hazards - Construction in Residential Subdivisions

Chief Bentley expressed concern to the Committee about the current hazards which exist at residential construction sites. Chief Bentley advised that the situation has been aggravated by recent industry strikes especially the bricklayers. In one subdivision there are currently 65 homes completed to frame and it is conceivable that all 65 homes could be destroyed if a fire started. Also fire vehicles are experiencing considerable difficulty in gaining access to the sites as the builders are using the roadways for storage of materials making them impassable and often hiding the fire hydrants. A further concern is that rubbish is burned indiscriminately on these sites which creates a serious hazard.

The Committee directed the Chief to prepare a report for Council at its meeting on July 16, 1986, outlining recommendations as to how to deal with this problem.

A.00.02.01

A.06.01

No Recommendation

Recommendations:

As per Report 8-86

Adjournment:

12:15 P.M.

OPERATIONS AND WORKS COMMITTEE

JULY 9, 1986

REPORT 8-86

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its eighth report and recommends:

OW-169-86 That a by-law be enacted to authorize execution of the Easement Agreement dated the March 17, 1986 and the Transfer of Easement dated the March 27, 1986, both between Dearborn Chemical Company Limited, Canadian Pacific Limited and The Corporation of the City of Mississauga with respect to the easement across Parts 2 and 3 Plan 43R-12756 (lands municipally located at 3451 Erindale Station Road).

C.01.03
E.01.02
(OW-169-86)

OW-170-86 (a) That the Financial Agreement for Plan T-77060, Phase II, "The Woods" (Matthews Group Ltd.) located north of Burnhamthorpe Road and east of the existing Elora Drive indicate that no Major Watercourse Improvement Levies are to be paid to the City for this development and that a credit of \$289,988.03 is to be afforded to this developer against the Major Road Improvement Levies.

(b) That the developer of Plan T-77060, Phase II, "The Woods" (Matthews Group Ltd.) be required to undertake the construction of the box culvert and the construction of Rathburn Road at his expense, in accordance with the Servicing Agreement for the proposed residential development.

T-77060
(OW-170-86)

OW-171-86 That in the event that the developer does not provide a satisfactory response by July 4, 1986, the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lots 9 and 15, Plan 43M-283, Kathrose Development Subdivision, located south of Dundas Street West and west of Mavis Road at an estimated cost of \$6,000.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.283.02
(OW-171-86)

OW-172-86 (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 10, Plan 43M-406, Erin Mills - Meadowvale West Subdivision, Neighbourhood 311B, located west of Winston Churchill Blvd. and north of Battleford Road at an estimated cost of \$3,000.00.

(b) That the Commissioner of Engineering and Works be authorized to engage Proctor & Redfern Limited for the design and supervision of the corrective grading works at an estimated cost of \$800.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.506.02
(OW-172-86)

OW-173-86 That a by-law be enacted to allow the allocation of \$41,500.00 for the relocation of Hydro poles and \$6,857.84 for the relocation of Bell Telephone poles on Eglinton Avenue between Erin Mills Parkway and Winston Churchill Blvd with the funds to be drawn from the Major Road Improvement Reserve Fund, and the necessary Purchase Order be issued to Hydro Mississauga and Bell Canada respectively.

T-83030
(OW-173-86)

OW-174-86 That all surface treated roads be swept following winter maintenance activities at an estimated cost of \$20,000.00.

F.05.01
(OW-174-86)

July 14, 1986

- OW-175-86 (a) That the firm of McCormick Rankin be appointed to carry out the bridge survey design and contract drawings of the rehabilitation of the Lakeshore Road Bridge over the Credit River and that the necessary funds be allocated from the Bridge Maintenance Current Account No. 08212-05-4192 (at a maximum upset cost of \$75,000.00).
- (b) That the funding for the rehabilitation of the Lakeshore Road Bridge over the Credit River be considered in the 1987 Capital Budget.

J.05.85000
(OW-175-86)

- OW-176-86 (a) That the Ministry of Transportation and Communications be requested to advise the City annually on their Five-Year Capital Program.
- (b) That the Minister of Transportation and Communications be requested to place the reconstruction of the intersection of the Q.E.W. and Southdown Road/Erin Mills Parkway in the next Five-Year Capital Budget, and that a meeting be arranged with the Minister to review the need for bringing this construction work into the Ministry's Five-Year Program.
- (c) That the Minister of Transportation and Communications be requested to include the construction of an interchange at Courtney Park Drive and Highway 410 in its next Five-Year Capital Budget, and that a meeting be arranged with the Minister to review the need for bringing this construction work into the Ministry's Five-Year Program.

A.02.03.02.01
(OW-176-86)

- OW-177-86 (a) That the current three hour maximum on-street parking remain as such and be enforced consistently on a City wide basis.
- (b) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to abolish permit parking on Williamsport Drive as of June 30, 1986, and be replaced with seventy two hour extended parking free of charge.
- (c) That the current extended parking program be continued subject to existing criteria as previously approved.
- (d) That the current parking standards be reviewed and re-evaluated by the Planning Department.
- (e) That a report be prepared on managing winter maintenance where 72 hour parking is permitted.

- (f) That a report be prepared on the advisability of establishing different parking regulations for old and new areas of the City.
- (g) That a report be prepared with respect to the advisability of increasing the fine to \$20.00 for parking violations.
- (h) That no further requests for permit parking be considered based on the results of the permit parking pilot project on Williamsport Drive as outlined in the report dated June 19, 1986, from the Commissioner of Engineering and Works.

F.06.04.02
(OW-177-86)

- OW-178-86
- (a) That extended or permit parking not be implemented on Corkstone Glade, Carillion Avenue, Brookhurst Road, Meadows Boulevard and Brandon Gate Drive, as investigations indicate that 200% on-site parking, generally with room for expansion, is available.
 - (b) That extended parking not be permitted on Gripsholm Road even though on-site parking is less than 200%, since the existing on-site parking is not totally utilized.
 - (c) That extended parking for 12 hours maximum be permitted on the north side of the north leg of Bow River Crescent between a point 15 meters west of Falconer Drive and the west limit of the development and in order to avoid any potential sight distance problems at the development driveways that parking be prohibited 6 meters either side of these driveways.
 - (d) That extended parking for 12 hour maximum be permitted on the west side boulevard of Mississauga Road between a point 35 meters north of High Street and a point 6 meters south of Park Street, and on the east side boulevard between a point 22 meters south of Front Street and a point 40 meters south thereof.

F.06.04.02
(OW-178-86)

- OW-179-86
- (a) That 'No Parking Anytime' signs be erected in the cul-de-sac at the east leg of Beacon Lane under the general provisions of Traffic By-law 444-79.
 - (b) That 'No Parking' signs be erected on both sides of Sawgrass Crescent advance to Sawgrass Park from 8:00 a.m. to 9:00 p.m. Thursday to Sunday, under the general provisions of Traffic By-law 444-79.

July 14, 1986

- (c) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on Beacon Lane from a point 48m west of Perivale Road (north intersection) to a point 38m south westerly thereof and from a point 108m westerly of Perivale Road (north intersection) to a point 95m southerly thereof and from a point 44m west of Perivale Road (south intersection) to a point 35m north westerly thereof.
- (d) That the Recreation and Parks Department review the current requirements for on site parking at Creditview Woods Park.

F.06.04.02
(OW-179-86)

- OW-180-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit any vehicle, other than a Mississauga transit bus or school bus, from parking or stopping in a designated bus loading zone.

F.06.04.02
(OW-180-86)

- OW-181-86 That the report dated June 19, 1986, from the Commissioner of Building with respect to the enforcement of the "No Smoking" By-law in eating establishments be received.

L.07.01
(OW-181-86)

- OW-182-86 That a by-law be enacted to authorize execution of the Housekeeping Agreement dated June 6, 1986 between The Corporation of the City of Mississauga and Armcorp 4-8 Ltd. and James Lucas Properties Limited for premises municipally known as 2575 Dundas Street West.

B.01.04
(OW-182-86)

- OW-183-86 That the sidewalk not be installed on Pengilley Place and that the developer pay the appropriate cash-in-lieu to be held in reserve in accordance with City policy.

T-82006
(OW-183-86)

July 14, 1986

OW-184-86 That a by-law be enacted to authorize the closure of Kennedy Road between Britannia Road East/Coopers Avenue and Courtney Park Drive between August 1, 1986 and July 31, 1987.

F.02.04.03
(OW-184-86)

- OW-185-86 (a) That the developer, Urban Equities Sherwood Inc. be instructed to proceed with the lot grading works in the Kingsbridge Gardens Subdivision (Plans 43M-573 to 43M-576 inclusive - located south of Eglinton Avenue West and west of Hurontario Street) in a manner satisfactory to the Commissioner of Engineering and Works on or before July 25, 1986.
- (b) That in the event that the above date is not met that the Commissioner of Engineering and Works be authorized to complete the outstanding grading works on numerous lots in the Kingsbridge Gardens Subdivision (Plans 43M-573 to 43M-576 inclusive - located south of Eglinton Avenue West and west of Hurontario Street) at an estimated cost of up to \$600,000.00.
- (c) That the Commissioner of Engineering and Works be authorized to engage an engineering consultant for the tendering and supervision of the grading works at an estimated cost of up to \$48,000.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City to rectify grading works on numerous lots in the Kingsbridge Gardens Subdivision (Plans 43M-573 to 43M-576 inclusive - located south of Eglinton Avenue West and west of Hurontario Street).

B.06.573.02
(OW-185-86)

- OW-186-86 (a) That the Commissioner of Engineering and Works be authorized to complete grading, topsoiling and sodding on Lots 1 to 21 inclusive, Plan 43M-591, Stoneybrook Court Subdivision (located north of Burnhamthorpe Road West/west of Mississauga Road) at an estimated cost of \$66,200.00.
- (b) that the Commissioner of Engineering and Works be authorized to engage The EMC Group Ltd. for the supervision of the grading works and the issuance of final lot grading certificates with engineering fees incorporated.

July 14, 1986

- (c) That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations (a) and (b) above.

B.06.591.02
(OW-186-86)

- OW-187-86 That the letter dated July 7, 1986, from the City Solicitor to Cast North American (1983) Inc. in response to their letter of June 27, 1986, expressing concern over the use of the words "blue box" as it relates to the recycling program be received for information.

F.05.04.06
(OW-187-86)

- OW-188-86 That the report dated July 8, 1986, from the Commissioner of Engineering and Works and the Director of Public Affairs providing an update on the Refuse Collection/Recycling Program be received for information.

F.05.04.06
(OW-188-86)

- OW-189-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of a stop sign for eastbound traffic on Birchwood Drive at Glen Road.

F.06.04.05
(OW-189-86)

- OW-190-86 (a) That a sidewalk not be installed on the north side of Caribbean Court from Meadows Boulevard to the north walkway and that the developer pay a cash-in-lieu to be held in reserve in accordance with City policy.
- (b) That a sidewalk be installed from the north walkway to the south walkway adjacent to the curb on the bulb of Caribbean Court.

T-84003
(OW-190-86)

July 14, 1986

- OW-191-86 (a) That the City of Mississauga provide \$18,150 toward the cost of the Elmer and Constable Do-Right Safety Program for Children, and that the City of Brampton be asked to fund the remaining 25%.
- (b) That Dr. A. Wood and Mrs. B. Caldwell be appointed as the City of Mississauga Traffic Safety Council representatives on the Steering Committee which will oversee the development of the Elmer and Constable Do-Right Safety Program for Children.

F.06.03.07
(TSC-44-86)

- OW-192-86 That Mrs. Gwen Moravek, Citizen Member, be granted a three month leave of absence from the Traffic Safety Council due to family illness.

A.03.04.11.02
(TSC-45-86)

- OW-193-86 That the letter dated May 6, 1986 from Mr. Tom G. Howe, Regional Business Officer, Peel Board of Education, regarding the Parent Education Program, and the report of the Transportation Review Committee of The Peel Board of Education entitled "Towards A Balanced Transportation Policy", be received for information.

F.06.03.06
L.07.02.01
(TSC-46-86)

- OW-194-86 (a) That the temporary guard be retained at Burnhamthorpe Road and Central Parkway pending a site inspection to take place in September, 1986.

- (b) That the Peel Board of Education be requested to send a letter to the parents of the children who should use this crossing, stating that the guard is temporary, subject to a review of the area in September.

F.06.03.02
(TSC-47-86)

OW-195-86 That the letter dated May 30, 1986 from Staff Sergeant D. Hazelton, Operations Support Services, Peel Regional Police, in which he advises that the 27th National Patroller Jamboree in Ottawa was enjoyable and successful, be received for information.

F.06.03.02
(TSC-48-86)

OW-196-86 (a) That the Peel Regional Police be requested to set up a meeting with the parents of children attending Floradale Public School, 210 Paisley Boulevard West, in September 1986, to address safety concerns caused by parents stopping cars in school zones to pick up and drop off students.

(b) That the Peel Regional Police be requested to continue to monitor safety concerns in the area of Floradale Public School, 210 Paisley Boulevard West, Mississauga.

F.06.03.06
L.07.02.01
(TSC-49-86)

OW-197-86 (a) That the Peel Regional Police be requested to set up a meeting with the parents of children attending Sts. Martha and Mary School, Bough Beeches Boulevard, in September 1986, to address safety concerns caused by parents stopping cars in school zones to pick up and drop off students.

(b) That the Peel Regional Police be requested to continue to monitor safety concerns in the area of Sts. Martha and Mary School, Bough Beeches Boulevard.

F.06.03.06
(TSC-50-86)

OW-198-86 (a) That the letter dated June 12, 1986, from Mr. T. G. Howe, Regional Business Officer, Peel Board of Education regarding a walking route for Shelter Bay School, be received.

(b) That a Crossing Guard be placed at Shelter Bay Road and Glen Erin Drive, as warrants are met.

F.06.03.02
(TSC-51-86)

July 14, 1986

OW-199-86 That the Crossing Guard located at Confederation Parkway and #5 Highway be removed, as warrants are not met.

F.06.03.02
(TSC-52-86)

OW-200-86 That the letter from Marion Szuros, Chairman, Traffic Awareness Programme Committee, T.E.M.P.O., enclosing copies of letters regarding their traffic awareness program, be received for information.

F.06.03.01
(TSC-53-86)

OW-201-86 (a) That the crossing guard located at Tenth Street and Alexandra Avenue not be reinstated in the Fall of 1986, as warrants are not met.

(b) That an advance sign indicating 'Children Crossing' be installed in this area.

(c) That the shrubbery on the south west corner of Tenth Street and Alexandra Avenue that is obstructing vision, be removed.

F.06.03.02
(TSC-54-86)

OW-202-86 That the following Traffic Safety Council recommendation of June 25, 1986, be deferred to the next Operations and Works Committee meeting scheduled for August 11, 1986:

'That no further action be taken with respect to the hedge adjacent to 2524 Mason Heights, and that Mr. S. Dwyer be so advised.'

F.06.01
(TSC-55-86)